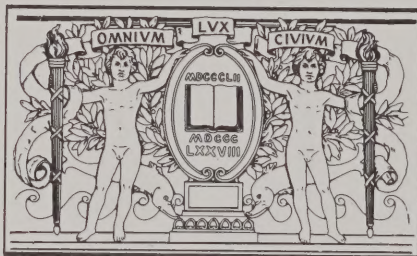


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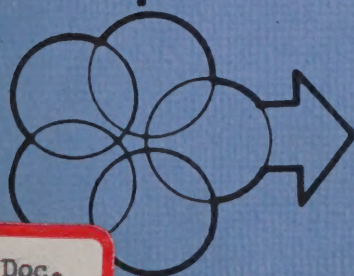
METRO WAYS TO UNDERSTANDING

A PLAN FOR THE VOLUNTARY ELIMINATION OF
RACIAL AND ETHNIC ISOLATION IN THE SCHOOLS
OF THE BOSTON METROPOLITAN AREA

VOLUME II

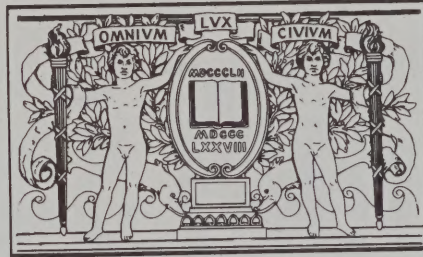
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PART ONE

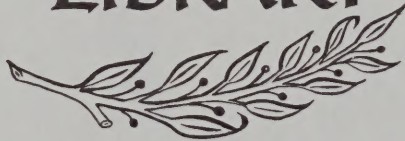


THE METROPOLITAN PLANNING PROJECT

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METRO WAYS TO UNDERSTANDING

A Plan for the Voluntary Elimination of
Racial and Ethnic Isolation in the Schools of
The Boston Metropolitan Area

VOLUME II
RESOURCES FOR IMPLEMENTATION

Part One:

Program Implementation: 1974-75 to 1982-83

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ABSTRACT

The Metropolitan Planning Project is a collaborative of 17 school districts, and approved by 56 school districts within the Boston metropolitan area. Its mandate was to develop a Ten Year Plan for the phased elimination of racial and ethnic isolation in the schools of the area through school districts collaborating on a voluntary basis. The Project has been funded by the U.S. Office of Education under the Emergency School Aid Act of 1972.

METRO WAYS TO UNDERSTANDING: A Plan for the Voluntary Elimination of Racial and Ethnic Isolation in the Schools of the Boston Metropolitan Area is the phased Ten Year Plan which is a result of the process that the Metropolitan Planning Project has undergone during this year of planning. The Project has worked to achieve effective community participation in an effort to design quality learning environment programs for students. As a result of a city and suburban exchange of ideas, the Metropolitan Planning Project has helped to promote the development of over 78 proposals in 32 cities and towns for the design of new innovative learning environments. With a \$300,000 allocation for pilot programming, 14 pilot projects were funded to test MPP objectives. The Projects included students from pre-kindergarten through high school age and focused on such topics as business and economics, American history, art, ecology, energy, diverse life styles and curriculum and materials relating to Afro-American, Hispanic, Native American, and Asian-American cultures.

The Project has also compiled extensive data on the educational, demographic, housing, fiscal, socio-economic, land use and ethnic and racial characteristics of the 78 towns and cities in the greater Boston standard metropolitan statistical area (SMSA). This information was developed as a needs analysis and resource inventory and has been utilized in the development of the recommended educational programs. It provides the basis for program implementation. The Ten Year Plan, METRO WAYS TO UNDERSTANDING, is aimed at promoting voluntary collaboration between urban and suburban school districts and includes the involvement of students, parents, teachers, school principals, superintendents, community organizations and others concerned with education.

During the fall of 1974, the Metropolitan Planning Project will pilot some of the policy recommendations developed through this participatory planning process. These recommendations include:

METROPATHWAYS - Quality innovative educational programs which will be accessible to secondary school students of different socio-economic, racial, and ethnic backgrounds within the metropolitan area by utilizing mass transit routes.

METROPAIRWAYS - Parents and school personnel from pairs or triads of city and suburban districts will meet to formulate educational programs of equal benefit to the students. Learning centers will be developed in schools and on third sites and each will serve as a supplement to the educational programs of each individual school.

METRO ETHNIC HERITAGE RESOURCE CENTERS - These centers will be coordinated within METROCENTER and will promote the study, compilation, production and distribution of materials and information related to minorities and ethnic groups of the SMSA. They will also be an action program for the development of other resource centers in the metropolitan area.

METROCENTER FOR COMMUNICATIONS, COUNSELLING, AND RESOURCE DEVELOPMENT - This center will coordinate the metropolitan educational programs and serve as an information and resource "bank" for students, parents, community groups and educators throughout the metropolitan area who wish to be involved in urban-suburban educational programs and staff development programs aimed at eliminating racial and ethnic isolation of students.

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INTRODUCTION

INTRODUCTION

RESOURCES FOR IMPLEMENTATION, Volume II of METRO WAYS TO UNDERSTANDING: A PLAN FOR THE VOLUNTARY ELIMINATION OF RACIAL AND ETHNIC ISOLATION IN THE SCHOOLS OF THE BOSTON METROPOLITAN AREA, provides the technical foundations for the implementation of the metropolitan education programs described in Volume I. The METROPATHWAYS, the METROPAIRWAYS, and METRO ETHNIC HERITAGE CENTERS are educational structures which have been formed to embrace a variety of programs and curricula. These programs were tested through the Design of Learning Environment (DLE) projects during the planning year of the Metropolitan Planning Project (MPP) by school districts, cultural institutions and community groups working together with multi-racial and multi-cultural students and staff. These projects ranged from the development of basic skills programs to programs which explored career development, cultural heritage, ecological problems, and alternative living environments.

The governance structure recommended by the 1972 Emergency School Aid Act (ESAA) federal guidelines calls for voluntary participation of school districts. The participating districts should have schools with no more than a 50% minority group student population nor less than half of the total percent of SMSA minority student population. Minority groups are defined by the guidelines of the ESSA. The governance framework developed by MPP, predicated upon these guidelines, is voluntary collaboratives for the recommended metropolitan education programs.

A series of feasibility criteria were established to measure the formula plan and the alternative plan discussed in Volume I. The criteria are both normative and technical. They combine the conclusions of the extensive needs analysis and the resource inventory completed by the support research component of the Project; the conclusions derived from a review of the Design of Learning Environment laboratory programs and procedures; and the information resulting from the community participation meetings held during the planning year.

These criteria, when applied to the SMSA, produced both the recommended metropolitan educational programs and suggested collaboratives. The collaboratives may consist of school districts, individual schools, community groups, and cultural, business and government institutions. Part One of this Volume, Program Implementation, presents the data for implementation of these programs in a schedule by year from 1974-1975 to 1982-1983 for students in the school district in the metropolitan area, as mandated by the ESAA. The schedule displays the number of students to be involved in any one year in any of the recommended education programs and further shows suggested school district groupings for METROPATHWAY and individual school groupings for METROPAIRWAY. These recommendations are, of course, dependent upon the good will and cooperation of the school districts, teachers, pupils, parents and community groups to succeed. They are

technical, policy-related recommendations which are the result of intensive staff and community work, and are presented for discussion, revision, and implementation. Based on this data, policy decisions were made which were basic to the implementation of these programs. They are:

1. that emphasis be placed on basic skills to the extent necessary for meeting the needs of the participants;
2. that program recommendations for curriculum be geared to prepare a child for skills for post school careers;
3. that every child in the SMSA should participate in a significant multi-cultural, multi-ethnic learning experience;
4. that enrollment in each program include between 20% to 40% minority students and staff should be maintained at the same ratio. However, there are no magic numbers which guarantee the elimination of racial and ethnic isolation;
5. that teachers, school administrators, students, parents, and community resource persons involved in the programs participate in its governance;
6. that voluntary collaboratives for these programs be formed by two or more school districts and include community groups and resources, cultural institutions, and third site learning environments;
7. that funding commitments be incorporated into state and local budgets in order to implement the programs;
8. that metropolitan educational programs for voluntary elimination of racial and ethnic isolation in the schools of the Boston metropolitan area be an integral part of every school system.

Of the three major program recommendations, the METROPATHWAY Program is primarily for the secondary school child, the METROPAIRWAY Program for the elementary school child. The third program recommendation, METRO ETHNIC HERITAGE CENTERS, will be located in facilities throughout the metropolitan area. Suggested curricula themes about the different groups developed by the design of learning environment projects comprise the nucleus of the METRO ETHNIC HERITAGE CENTERS. They are for all grade levels. It is the recommendation of the Metropolitan Planning Project that each and every public school child in the Boston metropolitan area spend some significant school time in these learning settings. The transportation difficulties will be minimal and the benefits to be gained for all students, majority and minority alike, encourage the hope that these multi-cultural and multi-ethnic programs

and learning environments will be utilized by every school district and every child as well as teachers and parents.

The feasibility criteria, discussed in the first Volume, are summarized below. There are four fundamental premises:

1. that the chief criteria for evaluating any metropolitan plan will be that it holds promise of improving the quality of education for all the participating students;
2. that integration can best occur through innovative educational programming;
3. that collaborative school district groupings will operate so as to reduce or eliminate racial and ethnic student isolation; and
4. that governance of these programs be through a process of shared decision making with all participants in the educational process.

Emanating from these fundamental premises are a series of specific measurable criteria which are both technical and educational in origin:

1. a reasonable time/distance ratio for student travel dependent upon age of student and length of program time;
2. an energy-efficient mode of travel, given energy resources in the region and the status of rapid transit;
3. relatively adjacent communities, within the service area of each of the State Department of Education's Regional Education Centers; and
4. a match of urban and suburban communities which reflect mutual needs.

In matching urban and suburban partners, a range of variables can be used in weighing judgments of feasibility. Educational characteristics which are relevant to the mandate of MPP include: comprehensive per pupil expenditures; percent of municipal taxes devoted to education; percent of school funds provided by local sources; extent of METCO participation; public school ethnic enrollment ratios; and participation in other metropolitan collaboratives including membership status in MPP. Other education related characteristics are equally relevant: population by race and Spanish language; median family income; percent of the population in professional or non-farm managerial capacities; grade level achievement in adult population; equalized property valuation; mass transit services; and travel time to Boston from suburban communities and between suburban communities. Each variable gives some insight and direction to the potential joining of school districts.

The educational quality criteria, discussed extensively in Volume I, include quality innovative programming. This incorporates the traditional prohibition against discriminatory pupil placement, an increased mastery of basic school skills by minority students, and an emphasis on cultural identity and differences. The latter suggests a "cultural pluralism" model rather than the "melting pot" myth. The data upon which the feasibility standards were measured are presented in Volume I, METRO WAYS TO UNDERSTANDING; Volume II, RESOURCES FOR IMPLEMENTATION - Parts One, Two, and Three; and Volume III, COMMUNITY PROFILES. The information has been organized so that the technical bases for implementation are clearly stated; the differences and commonalities which make up the Boston metropolitan area are evident.

Part One, Program Implementation: 1974-75 to 1982-83 presents the program recommendations and implementation schedules. Supporting this schedule are the community analyses. The data is arranged so that, having reviewed some of the significant characteristics of the SMSA, the communities which comprise it are organized by technical policy-relevant criteria into eight community groupings. These community analyses enabled MPP to develop its suggested school district collaboratives.

→ Part Two, Technical Resources, presents a further refinement of the research information used in these educational policy decisions through a series of comparative tables. These tables, covering each of the 78 communities in the metropolitan study area, examine almost 100 variables. Included in this section are enrollment projection tables displaying projections of white and non-white enrollment for 10 years for each community. The data of these comparative tables indicate geographic corridors of wealth and poverty, of racial isolation and integration, of promise and neglect. The judgements based upon this information underlie the recommendations made in this Ten Year Plan.

Part Three, Programmatic Resources, contains excerpts from the final reports of the Design of Learning Environments projects and summaries of the other educational programs developed under the auspices of MPP. They are integrated under the three major programmatic recommendations: METROPATHWAYS, METROPAIRWAYS and METRO ETHNIC HERITAGE CENTERS.

Volume III, COMMUNITY PROFILES, contains the detailed analyses of the 78 communities and each individual school within the community. Volumes II and III complete the technical information systems upon which the metropolitan educational program recommendations and collaborative school district suggestions are founded.

CHAPTER I

METROPOLITAN EDUCATIONAL PROGRAMS FOR THE VOLUNTARY ELIMINATION OF
RACIAL AND ETHNIC STUDENT ISOLATION: PROGRAM IMPLEMENTATION

1974-75 to 1982-83

INTRODUCTION

The program implementation of the METROPATHWAYS and METROPAIRWAYS depends upon the good will, cooperation and budgetary constraints of the city of Boston, the suburban communities which make up the metropolitan area, and the state legislature. MPP assumes such goodwill and cooperation, and, drawing upon the technical analyses to be presented later in this volume, this section indicates the program implementation which in fact can lead to the elimination of racial and ethnic isolation of students in the metropolitan area. However, the 1973-74 public school enrollment statistics in the metropolitan area indicate that only 38 school districts out of 78 contain at least one public school with a minority student enrollment greater than 4% of the total school enrollment. This 4% figure is one half of the total percentage of minority students in 1972-73. This percentage formula was stipulated in the Emergency School Aid Act. The total number of schools with this percent of minority student enrollment, including METCO children, is 318 schools, out of a metropolitan area total of 1,011. Of those 318 schools, half were located within Boston. (Table 1)

This chapter develops the program implementation of the METROPATHWAYS and METROPAIRWAYS as it will be expanded through current resources to the maximum number of students who can be involved.

METROPOLITAN PLANNING PROJECT TABLE 1

SCHOOL DISTRICTS IN THE BOSTON METROPOLITAN AREA That Have Schools with a Minority Student Enrollment Greater than 4.0% of the Total School Enrollment, 1973-74

| Town | Number of Schools in District | Number of Schools With Minority Student Enrollment Greater Than 4.0% of Total Enrollment | % of Total Schools in District |
|------------|----------------------------------|---|-----------------------------------|
| Arlington | 18 | 3 | 16.7 |
| Bedford | 6 | 1 | 16.7 |
| Belmont | 9 | 4 | 44.4 |
| Beverly | 16 | 2 | 12.5 |
| Boston | 197 | 160 | 81.2 |
| Braintree | 18 | 1 | 5.6 |
| Brookline | 11 | 9 | 81.8 |
| Cambridge | 21 | 20 | 95.2 |
| Chelsea | 7 | 6 | 85.7 |
| Concord | 7 | 1 | 14.3 |
| Everett | 16 | 2 | 12.5 |
| Framingham | 22 | 10 | 45.5 |
| Hingham | 8 | 1 | 12.5 |
| Holbrook | 8 | 2 | 25.0 |
| Lexington | 15 | 9 | 60.0 |
| Lincoln | 7 | 5 | 71.4 |
| Lynn | 28 | 15 | 53.6 |
| Lynnfield | 6 | 1 | 16.7 |
| Malden | 15 | 3 | 20.0 |

Note: Minority students are defined as Black, Native-American, Asian-American and of Spanish Surname.

Sources: Massachusetts State Department of Education, Enrollment By Classification Exhibit II, 1973-74.

Massachusetts State Department of Education, Massachusetts School Direct 1973-74.

SCHOOL DISTRICTS IN THE BOSTON METROPOLITAN AREA
That Have Schools with a Minority Student Enrollment
Greater than 4.0% of the Total School Enrollment, 1973-74

| Town | Number of Schools in District | Number of Schools With Minority Student Enrollment Greater Than 4.0% of Total Enrollment | % of Total Schools in District |
|------------|----------------------------------|---|-----------------------------------|
| Medford | 21 | 3 | 14.3 |
| Natick | 17 | 1 | 5.9 |
| Needham | 13 | 3 | 23.1 |
| Newton | 31 | 21 | 67.7 |
| Peabody | 14 | 4 | 28.6 |
| Quincy | 29 | 1 | 3.4 |
| Randolph | 11 | 3 | 27.3 |
| Salem | 15 | 4 | 26.7 |
| Sharon | 6 | 4 | 66.7 |
| Somerville | 25 | 4 | 16.0 |
| Stoneham | 9 | 1 | 11.1 |
| Swampscott | 6 | 1 | 16.7 |
| Walpole | 9 | 1 | 11.1 |
| Waltham | 20 | 3 | 15.0 |
| Wellesley | 14 | 3 | 21.4 |
| Weston | 6 | 4 | 66.7 |
| Weymouth | 28 | 1 | 3.6 |
| Winchester | 12 | 2 | 16.7 |
| Woburn | 16 | 4 | 25.0 |

Note: Minority students are defined as Black, Native-American, Asian-American and of Spanish Surname.

Sources: Massachusetts State Department of Education, Enrollment By Classification, Exhibit II, 1973-74.

Massachusetts State Department of Education, Massachusetts School Directory, 1973-74.

METROPATHWAYS

METROPATHWAYS is a metropolitan education program for secondary school students which meets the feasibility criteria established earlier. Its goals include student mobility through the use of rapid transit lines, and innovative educational programs on third sites which will lead to a growth of knowledge and skills. Its objective is the elimination of racial and ethnic isolation in the metropolitan area.

When applying the criteria of educational feasibility to the SMSA communities, the Summary Map of METROPATHWAY indicates the maximum number of communities which can be involved in METROPATHWAY Programs, given current technical transportation trends and educational concerns. It appears that the following metropolitan area communities cannot easily be involved at this time: in the Northern corridor - Topsfield, Hamilton, Wenham, Manchester, Middleton, Danvers, Beverly; in the Southwest corridor - Millis, Medfield, Ashland, Walpole, Norwood, Norfolk, Sharon, Canton; in the Southern corridor - Rockland, Hanover, Norwell, Cohasset, Scituate, Hull, Marshfield, Pembroke, Duxbury. Nonetheless, these communities are welcome to participate if transportation can be arranged.

In any one year, once the METROPATHWAYS is fully operative, the program will serve 12,500 secondary school students, initially upon third sites near rapid transit lines. The number of students which will be involved will be approximately 10% of the total high school population of the metropolitan area. METROPATHWAYS as a program would constitute a student body which currently would rank eighth in School District enrollment in the metropolitan area.

METROPOLITAN PLANNING PROJECT TABLE 2

A COMPARISON OF 1973-74 SCHOOL DISTRICT ENROLLMENTS
and Potential METROPATHWAY Enrollment for a Maximum Year

| <u>School District</u> | <u>Enrollment</u> |
|------------------------|-------------------|
| Boston | 93,942 |
| Newton | 16,631 |
| Quincy | 16,209 |
| Lynn | 15,134 |
| Framingham | 14,753 |
| Weymouth | 14,357 |
| Somerville | 12,921 |

| | |
|---------------|--------|
| METROPATHWAYS | 12,500 |
|---------------|--------|

Source: Massachusetts State Department of Education,
Massachusetts School Directory, 1973-74.

Between 1974-75 and 1982-83 approximately 90,000 secondary school students could be involved in the METROPATHWAYS programs. Given the present desegregation efforts in Boston, and the intent of the Commonwealth of Massachusetts State Board of Education that no school in the Commonwealth will remain segregated, the METROPATHWAYS will ensure that this goal, similar to the ESSA law, will be met in a voluntary collaborative manner. It will offer students in the City of Boston and suburban areas curricula options available throughout the Metropolitan area.

Each school district in the SMSA, where technically possible, can join one, possibly two or three, modules. For example, Cambridge can participate in all five of the METROPATHWAY Modules; Hingham in only one. Each module can offer a variety of programs or can concentrate on one curricula, such as Charles River, METROARTS or Ethni City (Table 3).

Five Suggested METROPATHWAY Modules

Suggested METROPATHWAY Module I: ORANGE LINE/Massachusetts Avenue is presently easily accessible to 19 school districts including Boston and seven neighborhoods within Boston. These school districts and neighborhoods, as the comparative tables indicate, are very different in their social, demographic and socio-economic characteristics. A view of this segment of the Boston area shows that these school districts include a cross section of Boston's history and present pluralism from Lexington and Concord to Charlestown and Beacon Hill. When the MBTA planned expansion occurs within ten years, according to their recent master plan, five new towns will be serviced, and eleven additional school districts will then have ready access to the mass transit lines and the educational programs it can make available.

Similarly, suggested METROPATHWAY Module II: Boston and Maine Railroad brings into close knit relationship school districts previously unavailable for cooperative ventures. Seventeen school districts are affected.

Suggested METROPATHWAY Module III: RED LINE is one which brings into proximity many of the Southern corridor communities which have been isolated from Boston and its neighbors. Twenty suburban communities can participate in programs along the spine of the RED LINE as well as five Boston neighborhoods.

Suggested METROPATHWAY Module IV: BLUE LINE links 13 inner northern suburbs with three Boston neighborhoods in a chain which could prove of great educational value to all concerned.

And lastly, suggested METROPATHWAY Module V: GREEN LINE brings together the western suburban communities and six Boston neighborhoods. These suburban and urban neighborhoods range from the very wealthy to the poor, from racially isolated areas to several integrated areas, and are in many ways a potentially cohesive unit (Table 4).

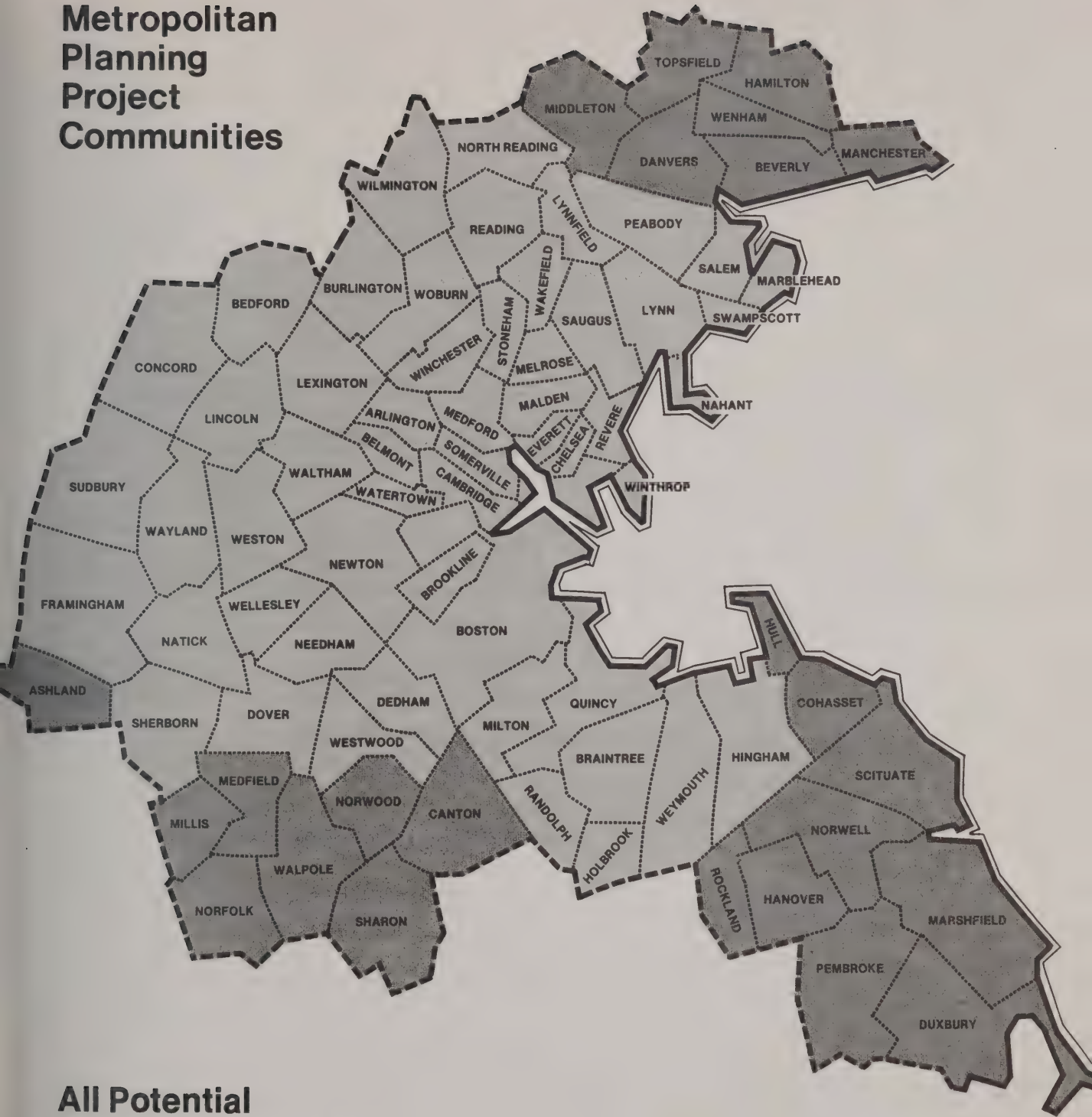
Model of Program Implementation for Each Suggested Module

Each Module can have a series of several educational curricula offered at the same time or it can concentrate on one program. Examples of thematic content areas were discussed in Volume I. The following tables indicate the initiation of a Module with two pilot projects of 100 students each. An optimum ratio of students to professional staff and community resources personnel, including bilingual aides, of 25:1 is suggested. The selection of the curricula program will be made collectively with teachers, department heads, administrators, students, parents, and the METROPATHWAY coordinator (Table 5).

Program Implementation Schedule

The program implementation of the Modules by number of students between 1974-75 and 1982-83 is shown for each Module, and a summary of all Modules (Table 6). Each Module, given current seating capacities of rapid transit cars, headway scheduling and track bed conditions, can hold a maximum of 2,500 students at its maximum implementation. The maximum implementation can be carried out in as little as five years after the initiation of a METROPATHWAY Module, if the expansion of the programs meet the implementation schedule and budget requirements. In all, about 90,000 students could be enrolled in a METROPATHWAY program between 1974 and 1983.

Metropolitan Planning Project Communities



All Potential METROPATHWAYS School Districts

- ☐ METROPATHWAYS School Districts
- ☐ School Districts not involved in METROPATHWAYS

POTENTIAL SCHOOL DISTRICT INVOLVEMENT WITH METROPATHWAYS BY MODULE

| | PATHWAY MODULE I ORANGE LINE/MASSACHUSETTS AVENUE | | | | PATHWAY MODULE II BOSTON & MAINE RAILROAD | | | | PATHWAY MODULE III RED LINE | | | |
|-----------------|--|--|--|---|--|--|--|---|------------------------------------|--|--|---|
| | School District Now Served By MBTA | School District Adjacent To MBTA Service | School District With Planned Expansion Service | School District Adjacent To Planned Expansion Service | School District Now Served By B&M RR | School District Adjacent To B&M RR Service | School District With Planned Expansion Service | School District Adjacent To Planned Expansion Service | School District Now Served By MBTA | School District Adjacent To MBTA Service | School District With Planned Expansion Service | School District Adjacent To Planned Expansion Service |
| School District | | | | | | | | | | | | |
| Arlington | X | | | | | | | | | X | X | |
| Ashland | | | | | | | | | | | | |
| Bedford | | X | | | | | | | | | | X |
| Belmont | | X | | | | | | | | X | | X |
| Beverly | | | | | | | | | | | | |
| Boston | X | | | | X | | | | | | | |
| Braintree | | | | | | | | | | X | X | |
| Brookline | | | | | | | | | | | | |
| Burlington | | X | | | | | | | | | | X |
| Cambridge | X | | | | | | X | | | X | | |
| Canton | | | | | | | | | | | | |
| Chelsea | | X | | | | | | | | | | |
| Cohasset | | | | | | | | | | | | |

Sources: See last page of table.

POTENTIAL SCHOOL DISTRICT INVOLVEMENT WITH METROPATHWAYS BY MODULE

| | PATHWAY MODULE I ORANGE LINE/MASSACHUSETTS AVENUE | | | | PATHWAY MODULE II BOSTON & MAINE RAILROAD | | | | PATHWAY MODULE III RED LINE | | | |
|-----------------|--|--|--|---|--|--|--|---|------------------------------------|--|--|---|
| | School District Now Served By MBTA | School District Adjacent To MBTA Service | School District With Planned Expansion Service | School District Adjacent To Planned Expansion Service | School District Now Served By B&M RR | School District Adjacent To B&M RR Service | School District With Planned Expansion Service | School District Adjacent To Planned Expansion Service | School District Now Served By MBTA | School District Adjacent To MBTA Service | School District With Planned Expansion Service | School District Adjacent To Planned Expansion Service |
| School District | | | | | | | | | | | | |
| Concord | | X | | | | | | | | | | |
| Danvers | | | | | | | | | | | | |
| Dedham | | | | X | | | | | | | | |
| Dover | | | | X | | | | | | | | |
| Duxbury | | | | | | | | | | | | |
| Everett | X | | | | | X | | | | | | |
| Framingham | | | | | | | | | | | | |
| Hamilton | | | | | | | | | | | | |
| Hanover | | | | | | | | | | | | |
| Hingham | | | | | | | | | | | | X |
| Holbrook | | | | | | | | | | | | X |
| Hull | | | | | | | | | | | | |
| Lexington | X | | | | | | | | | | X | |

POTENTIAL SCHOOL DISTRICT INVOLVEMENT WITH METROPATHWAYS BY MODULE

| School District | PATHWAY MODULE I ORANGE LINE/MASSACHUSETTS AVENUE | | | | PATHWAY MODULE II BOSTON & MAINE RAILROAD | | | | PATHWAY MODULE III RED LINE | | | |
|-----------------|--|--|--|---|--|--|--|---|------------------------------------|--|--|---|
| | School District Served By MBTA | School District Adjacent To MBTA Service | School District With Planned Expansion Service | School District Adjacent To Planned Expansion Service | School District Now Served By B&M RR | School District Now Adjacent To B&M RR Service | School District With Planned Expansion Service | School District Adjacent To Planned Expansion Service | School District Now Served By MBTA | School District Adjacent To MBTA Service | School District With Planned Expansion Service | School District Adjacent To Planned Expansion Service |
| | School District Served By MBTA | School District Adjacent To MBTA Service | School District With Planned Expansion Service | School District Adjacent To Planned Expansion Service | School District Now Served By B&M RR | School District Now Adjacent To B&M RR Service | School District With Planned Expansion Service | School District Adjacent To Planned Expansion Service | School District Now Served By MBTA | School District Adjacent To MBTA Service | School District With Planned Expansion Service | School District Adjacent To Planned Expansion Service |
| Lincoln | | X | | | | | | | | | | X |
| Lynn | | | | | | | X | | | | | |
| Lynnfield | | | | X | | X | | | | | | |
| Malden | | X | X | | X | | | | | | | |
| Manchester | | | | | | | | | | | | |
| Marblehead | | | | | | | | | | | | |
| Marshfield | | | | | | | | | | | | |
| Medfield | | | | | | | | | | | | |
| Medford | | X | | X | | X | | | | | | X |
| Melrose | | | X | | X | | | | | | | |
| Middleton | | | | | | | | | | | | |
| Millis | | | | | | | | | | | | |
| Milton | | | | | | | | | | X | | |

Sources: See last page of table.

POTENTIAL SCHOOL DISTRICT INVOLVEMENT WITH METROPATHWAYS BY MODULE

| | PATHWAY MODULE I | | | | | PATHWAY MODULE II | | | | | PATHWAY MODULE III | | | | |
|-----------------|------------------------------------|--|--|---|--------------------------------------|--|--|---|------------------------------------|--|--|---|------------------------------------|--|--|
| | ORANGE LINE/MASSACHUSETTS AVENUE | | | | | BOSTON & MAINE RAILROAD | | | | | RED LINE | | | | |
| School District | School District Now Served By MBTA | School District Adjacent To MBTA Service | School District With Planned Expansion Service | School District Adjacent To Planned Expansion Service | School District Now Served By B&M RR | School District Now Adjacent To B&M RR Service | School District With Planned Expansion Service | School District Adjacent To Planned Expansion Service | School District Now Served By MBTA | School District Adjacent To MBTA Service | School District With Planned Expansion Service | School District Adjacent To Planned Expansion Service | School District Now Served By MBTA | School District Adjacent To MBTA Service | School District With Planned Expansion Service |
| Nahant | | | | | | | | | | | | | | | |
| Natick | | | | | | | | | | | | | | | |
| Needham | | | X | | | | | | | | | | | | |
| Newton | | | | | X | | | | | | | | | | |
| Norfolk | | | | | | | | | | | | | | | |
| No. Reading | | | | | | | | | X | | | | | | |
| Norwell | | | | | | | | | | | | | | | |
| Norwood | | | | | | | | | | | | | | | |
| Peabody | | | | | | | | | | | | | | | |
| Pembroke | | | | | | | | | | | | | | | |
| Quincy | | | | | | | | | | | | | X | | |
| Randolph | | | | | | | | | | | | | | | X |
| Reading | | | | | X | | | | | X | | | | | |

POTENTIAL SCHOOL DISTRICT INVOLVEMENT WITH METROPATHWAYS BY MODULE

| | PATHWAY MODULE I ORANGE LINE/MASSACHUSETTS AVENUE | | | | PATHWAY MODULE II BOSTON & MAINE RAILROAD | | | | PATHWAY MODULE III RED LINE | | | |
|-----------------|--|--|--|---|--|--|--|---|------------------------------------|--|--|---|
| | School District Now Served By MBTA | School District Adjacent To MBTA Service | School District With Planned Expansion Service | School District Adjacent To Planned Expansion Service | School District Now Served By B&M RR | School District Adjacent To B&M RR Service | School District With Planned Expansion Service | School District Adjacent To Planned Expansion Service | School District Now Served By MBTA | School District Adjacent To MBTA Service | School District With Planned Expansion Service | School District Adjacent To Planned Expansion Service |
| School District | | | | | | | | | | | | |
| Revere | | X | | | | | X | | | | | |
| Rockland | | | | | | | | | | | | |
| Salem | | | | | | | | | | | | |
| Saugus | | | | X | | | X | | | | | |
| Scituate | | | | | | | | | | | | |
| Sharon | | | | | | | | | | | | |
| Sherborn | | | | X | | | | | | | | |
| Somerville | | X | | | | | | | | X | X | |
| Stoneham | | | | X | | | X | | | | | |
| Sudbury | | X | | | | | | | | | | |
| Swampscott | | | | | | | | | | | | |
| Topsfield | | | | | | | | | | | | |
| Wakefield | | | X | | | X | | | | | | |

Sources: See last page of table.

POTENTIAL SCHOOL DISTRICT INVOLVEMENT WITH METROPATHWAYS BY MODULE

| | PATHWAY MODULE I | | | | PATHWAY MODULE II | | | | PATHWAY MODULE III | | | |
|-----------------|------------------------------------|--|---|---|--------------------------------------|--|--|---|------------------------------------|--|--|---|
| | ORANGE LINE/MASSACHUSETTS AVENUE | | | | BOSTON & MAINE RAILROAD | | | | RED LINE | | | |
| | School District Now Served By MBTA | School District With Planned Expansion To MBTA Service | School District Adjacent To Planned Expansion Service | School District Adjacent To Planned Expansion Service | School District Now Served By B&M RR | School District Adjacent To B&M RR Service | School District With Planned Expansion Service | School District Adjacent To Planned Expansion Service | School District Now Served By MBTA | School District Adjacent To MBTA Service | School District With Planned Expansion Service | School District Adjacent To Planned Expansion Service |
| School District | | | | | | | | | | | | |
| Walpole | | | | | | | | | | | | |
| Waltham | X | | | | | | | | | | | X |
| Watertown | | | | | | | | | X | | | |
| Wayland | | | X | | | | | | | | | |
| Wellesley | | | X | | | | | | | | | |
| Wenham | | | | | | | | | | | | |
| Weston | | | | | | | | | | | | |
| Westwood | | | X | | | | | | | | | |
| Weymouth | | | | | | | | | | | X | |
| Wilmington | | | X | | | | X | | | | | |
| Winchester | X | | | | | | X | | | | | X |
| Winthrop | | | | | | | | | | | | |
| Woburn | X | | X | | | | X | | | | | X |

POTENTIAL SCHOOL DISTRICT INVOLVEMENT WITH METROPATHWAYS BY MODULE

| | PATHWAY MODULE I ORANGE LINE/MASSACHUSETTS AVENUE | | | | | PATHWAY MODULE II BOSTON & MAINE RAILROAD | | | | | PATHWAY MODULE III RED LINE | | | | |
|------------------------------|--|----------------------------------|--|---|---|--|--|--|---|--|--|---|---|---|---|
| | School District Served To MBTA | School District Adjacent To MBTA | School District With Planned Expansion Service | School District Adjacent To Planned Expansion Service | School District Adjacent To Planned Expansion Service | School District Now Served By B&M RR | School District Adjacent To B&M RR Service | School District With Planned Expansion Service | School District Adjacent To Planned Expansion Service | School District Adjacent To MBTA Service | School District With Planned Expansion Service | School District Adjacent To Planned Expansion Service | School District Adjacent To Planned Expansion Service | School District Adjacent To Planned Expansion Service | School District Adjacent To Planned Expansion Service |
| BRA Planning District | School District Now Served By MBTA | School District Adjacent To MBTA | School District With Planned Expansion Service | School District Adjacent To Planned Expansion Service | School District Adjacent To Planned Expansion Service | School District Now Served By B&M RR | School District Adjacent To B&M RR Service | School District With Planned Expansion Service | School District Adjacent To Planned Expansion Service | School District Now Served By MBTA | School District With Planned Expansion Service | School District Adjacent To Planned Expansion Service | School District Adjacent To Planned Expansion Service | School District Adjacent To Planned Expansion Service | School District Adjacent To Planned Expansion Service |
| East Boston | | | | | | | | | | | | | | | |
| Charlestown | X | | | | | | | | | | | | | | |
| South Boston | | | | | | | | | | X | | | | | |
| Central | X | | | | | X | | | | X | | | | | |
| Back Bay-Beacon Hill | X | | | | | | | | | X | | | | | |
| South End | X | | | | | | | | | | | | | | |
| Fenway-Kenmore | X | | | | | | | | | | | | | | |
| Allston-Brighton | | | | | | | | | | | | | | | |
| Jamaica Plain-Parker Hill | | | | | | | | | | | | | | | |
| Washington Park Model Cities | X | | | | | | | | | | | | | | |
| Dorchester | | | | | | | | | | X | | | | | |
| Roslindale | X | | | | | | | | | | | | | | |
| West Roxbury | | | | | | | | | | | | | | | |

Sources: See last page of table.

POTENTIAL SCHOOL DISTRICT INVOLVEMENT WITH METROPATHWAYS BY MODULE

[illegible]

POTENTIAL SCHOOL DISTRICT INVOLVEMENT WITH METROPATHWAYS BY MODULE

| School District | PATHWAY MODULE IV | | | | PATHWAY MODULE V | | | |
|-----------------|------------------------------------|--|--|---|------------------------------------|--|--|---|
| | BLUE LINE | | | | GREEN LINE | | | |
| | School District Now Served By MBTA | School District Adjacent To MBTA Service | School District With Planned Expansion Service | School District Adjacent To Planned Expansion Service | School District Now Served By MBTA | School District Adjacent To MBTA Service | School District With Planned Expansion Service | School District Adjacent To Planned Expansion Service |
| Arlington | | | | | | | | |
| Ashland | | | | | | | | |
| Bedford | | | | | | | | |
| Belmont | | | | | | | | |
| Beverly | | | | | | | | |
| Boston | X | | | | X | | | |
| Braintree | | | | | | | | |
| Brookline | | | | | X | | | |
| Burlington | | | | | | | | |
| Cambridge | | X | | | | X | | |
| Canton | | | | | | | | |
| Chelsea | | X | | | | | | |
| Cohasset | | | | | | | | |

POTENTIAL SCHOOL DISTRICT INVOLVEMENT WITH METROPATHWAYS BY MODULE

| School District | PATHWAY MODULE IV | | | | PATHWAY MODULE V | | | |
|-----------------|------------------------------------|--|--|---|------------------------------------|--|--|---|
| | BLUE LINE | | | | GREEN LINE | | | |
| | School District Now Served By MBTA | School District Adjacent To MBTA Service | School District With Planned Expansion Service | School District Adjacent To Planned Expansion Service | School District Now Served By MBTA | School District Adjacent To MBTA Service | School District With Planned Expansion Service | School District Adjacent To Planned Expansion Service |
| Concord | | | | | | | | |
| Danvers | | | | | | | | |
| Dedham | | | | | | | | |
| Dover | | | | | | | | |
| Duxbury | | | | | | | | |
| Everett | | X | | | | | | |
| Framingham | | | | | | X | | |
| Hamilton | | | | | | | | |
| Hanover | | | | | | | | |
| Hingham | | | | | | | | |
| Holbrook | | | | | | | | |
| Hull | | | | | | | | |
| Lexington | | | | | | | | |

POTENTIAL SCHOOL DISTRICT INVOLVEMENT WITH METROPATHWAYS BY MODULE

| School District | PATHWAY MODULE IV | | | | PATHWAY MODULE V | | | |
|-----------------|------------------------------------|--|--|---|------------------------------------|--|--|---|
| | BLUE LINE | | | | GREEN LINE | | | |
| | School District Now Served By MBTA | School District Adjacent To MBTA Service | School District With Planned Expansion Service | School District Adjacent To Planned Expansion Service | School District Now Served By MBTA | School District Adjacent To MBTA Service | School District With Planned Expansion Service | School District Adjacent To Planned Expansion Service |
| Lincoln | | | | | | | | |
| Lynn | | | X | | | | | |
| Lynnfield | | | | | | | | |
| Malden | | X | | | | | | |
| Manchester | | | | | | | | |
| Marblehead | | | | X | | | | |
| Marshfield | | | | | | | | |
| Medfield | | | | | | | | |
| Medford | | | | | | | | |
| Melrose | | | | | | | | |
| Middleton | | | | | | | | |
| Millis | | | | | | | | |
| Milton | | | | | | | | |

POTENTIAL SCHOOL DISTRICT INVOLVEMENT WITH METROPATHWAYS BY MODULE

| | PATHWAY MODULE IV | | | | PATHWAY MODULE V | | | |
|-----------------|------------------------------------|--|--|---|------------------------------------|--|--|---|
| | BLUE LINE | | | | GREEN LINE | | | |
| School District | School District Now Served By MBTA | School District Adjacent To MBTA Service | School District With Planned Expansion Service | School District Adjacent To Planned Expansion Service | School District Now Served By MBTA | School District Adjacent To MBTA Service | School District With Planned Expansion Service | School District Adjacent To Planned Expansion Service |
| Nahant | | | | X | | | | |
| Natick | | | | | | X | | |
| Needham | | | | | | X | | |
| Newton | | | | | X | | | |
| Norfolk | | | | | | | | |
| No. Reading | | | | | | | | |
| Norwell | | | | | | | | |
| Norwood | | | | | | | | |
| Peabody | | | | X | | | | |
| Pembroke | | | | | | | | |
| Quincy | | | | | | | | |
| Randolph | | | | | | | | |
| Reading | | | | | | | | |

POTENTIAL SCHOOL DISTRICT INVOLVEMENT WITH METROPATHWAYS BY MODULE

| | PATHWAY MODULE IV | | | | PATHWAY MODULE V | | | |
|-----------------|------------------------------------|--|--|---|------------------------------------|--|--|---|
| | BLUE LINE | | | | GREEN LINE | | | |
| School District | School District Now Served By MBTA | School District Adjacent To MBTA Service | School District With Planned Expansion Service | School District Adjacent To Planned Expansion Service | School District Now Served By MBTA | School District Adjacent To MBTA Service | School District With Planned Expansion Service | School District Adjacent To Planned Expansion Service |
| Revere | X | | | | | | | |
| Rockland | | | | | | | | |
| Salem | | | | X | | | | |
| Saugus | | X | | | | | | |
| Scituate | | | | | | | | |
| Sharon | | | | | | | | |
| Sherborn | | | | | | | | |
| Somerville | | | | | | | | |
| Stoneham | | | | | | | | |
| Sudbury | | | | | | | | |
| Swampscott | | | | X | | | | |
| Topsfield | | | | | | | | |
| Wakefield | | | | | | | | |

POTENTIAL SCHOOL DISTRICT INVOLVEMENT WITH METROPATHWAYS BY MODULE

| School District | PATHWAY MODULE IV | | | | PATHWAY MODULE V | | | |
|-----------------|------------------------------------|--|--|---|------------------------------------|--|--|---|
| | BLUE LINE | | | | GREEN LINE | | | |
| | School District Now Served By MBTA | School District Adjacent To MBTA Service | School District With Planned Expansion Service | School District Adjacent To Planned Expansion Service | School District Now Served By MBTA | School District Adjacent To MBTA Service | School District With Planned Expansion Service | School District Adjacent To Planned Expansion Service |
| Walpole | | | | | | | | |
| Waltham | | | | | | X | | |
| Watertown | | | | | | X | | |
| Wayland | | | | | | X | | |
| Wellesley | | | | | | X | | |
| Wenham | | | | | | | | |
| Weston | | | | | | X | | |
| Westwood | | | | | | | | |
| Weymouth | | | | | | | | |
| Wilmington | | | | | | | | |
| Winchester | | | | | | | | |
| Winthrop | | X | | | | | | |
| Woburn | | | | | | | | |

POTENTIAL SCHOOL DISTRICT INVOLVEMENT WITH METROPATHWAYS BY MODULE

| | PATHWAY MODULE IV | | | | PATHWAY MODULE V | | | |
|----------------------------------|--|--|--|--|--|--|--|--|
| | BLUE LINE | | | | GREEN LINE | | | |
| BRA Planning District | School District Now Served By MBTA | School District Adjacent To MBTA Service | School District With Planned Expan- sion Service | School District Adjacent To Planned Expan- sion Service | School District Now Served By MBTA | School District Adjacent To MBTA Service | School District With Planned Expan- sion Service | School District Adjacent To Planned Expan- sion Service |
| East Boston | X | | | | | | | |
| Charlestown | | | | | | | | |
| South Boston | | | | | | | | |
| Central | X | | | | X | | | |
| Back Bay- Beacon Hill | X | | | | X | | | |
| South End | | | | | | | | |
| Fenway- Kenmore | | | | | X | | | |
| Allston- Brighton | | | | | X | | | |
| Jamaica Plain- Parker Hill | | | | | X | | | |
| Washington Park- Model Cities | | | | | | | | |
| Dorchester | | | | | | | | |
| Roslindale | | | | | X | | | |
| West Roxbury | | | | | | | | |

POTENTIAL SCHOOL DISTRICT INVOLVEMENT WITH METROPATHWAYS BY MODULE

| | PATHWAY MODULE IV | | | | PATHWAY MODULE V | | | |
|-----------------------------|--|--|--|--|--|--|--|--|
| | BLUE LINE | | | | GREEN LINE | | | |
| BRA Planning District | School District Now Served By MBTA | School District Adjacent To MBTA Service | School District With Planned Expan- sion Service | School District Adjacent To Planned Expan- sion Service | School District Now Served By MBTA | School District Adjacent To MBTA Service | School District With Planned Expan- sion Service | School District Adjacent To Planned Expan- sion Service |
| Hyde Park | | | | | | | | |
| Mattapan- Franklin | | | | | | | | |

Sources: Boston and Maine Corporation, Passenger Train Schedules, Timetable No. 20, Revised 3/4/74.
 Boston Redevelopment Authority (BRA), telephone conversation with Ed Bailey, Transportation Planner, 1
 Commonwealth of Massachusetts, Executive Office of Transportation and Construction and the
 Massachusetts Bay Transit Authority (MBTA), Ten Year Transit Development Program 1974-1983,
 June 10, 1974 (Draft).
 Massachusetts Bay Transit Authority (MBTA), System Route Map, July 1967.

SUGGESTED METROPATHWAYS MODULES

MODULE I: ORANGE LINE/MASSACHUSETTS AVENUE

School Districts Serviced by Present and Planned Mass Transit Lines and
School Districts Adjacent to Those Communities

| Boston Communities and Suburbs Presently Served | School Districts Adjacent To Towns Now Served | Planned MBTA Expansion | School Districts Adjacent To "Expansion" Towns |
|---|--|--|---|
| ORANGE LINE Boston communities: Central Charlestown Roslindale South End Washington Park Everett AND MASSACHUSETTS AVENUE LINE Arlington Boston communities: Back Bay-Beacon Hill Fenway-Kenmore South End Washington Park Cambridge Lexington | Bedford Belmont Burlington Chelsea Concord Lincoln Malden Medford Revere Somerville Sudbury Waltham Winchester Woburn | Malden Melrose Needham Reading Wakefield | Dedham Dover Lynnfield Medford Newton Saugus Sherborn Stoneham Wayland Wellesley Westwood Wilmington Woburn |

Sources: See last page of table

SUGGESTED METROPATHWAYS MODULES

MODULE II: BOSTON & MAINE RAILROAD

School Districts Served by Present and Planned Mass Transit Lines and
School Districts Adjacent to Those Communities

| Boston Communities and Suburbs Presently Served | School Districts Adjacent To Towns Now Served | Planned B&M RR Expansion | School Districts Adjacent To "Expansion" Towns |
|--|---|-----------------------------|---|
| <p>BOSTON & MAINE RAILROAD</p> <p>Boston communities: Central Malden Melrose Reading Wakefield</p> | <p>Cambridge Everett Lynn Lynnfield Medford No. Reading Revere Saugus Stoneham Wilmington Winchester Woburn</p> | | |

SUGGESTED METROPATHWAYS MODULES

MODULE:III: RED LINE

School Districts Serviced by Present and Planned Mass Transit Lines and
School Districts Adjacent to Those Communities

| Boston Communities and Suburbs Presently Served | School Districts Adjacent To Towns Now Served | Planned MBTA Expansion | School Districts Adjacent To "Expansion" Towns |
|--|--|--|---|
| <p>RED LINE</p> <p>Boston communities: Back Bay-Beacon Hill Central Dorchester Mattapan-Franklin South Boston Cambridge Quincy</p> | <p>Arlington Belmont Braintree Milton Somerville Watertown</p> | <p>Arlington Braintree Lexington Somerville Weymouth</p> | <p>Bedford Belmont Burlington Hingham Holbrook Lincoln Medford Randolph Waltham Winchester Woburn</p> |

METROPOLITAN PLANNING PROJECT TABLE 4 --continued/4

SUGGESTED METROPATHWAYS MODULES

MODULE IV: BLUE LINE

School Districts Serviced by Present and Planned Mass Transit Lines and
School Districts Adjacent to Those Communities

| Boston Communities and Suburbs Presently Served | School Districts Adjacent To Towns Now Served | Planned MBTA Expansion | School Districts Adjacent To "Expansion" Towns |
|---|---|---------------------------|---|
| <p>BLUE LINE</p> <p>Boston communities: Back Bay-Beacon Hill Central East Boston Revere</p> | <p>Cambridge Chelsea Everett Malden Saugus Winthrop</p> | <p>Lynn</p> | <p>Marblehead Nahant Peabody Salem Swampscott</p> |

SUGGESTED METROPATHWAYS MODULES

MODULE V: GREEN LINE

School Districts Served by Present and Planned Mass Transit Lines and
School Districts Adjacent to Those Communities

| Boston Communities and Suburbs Presently Served | School Districts Adjacent To Towns Now Served | Planned MBTA Expansion | School Districts Adjacent To "Expansion" Towns |
|--|--|---------------------------|---|
| GREEN LINE Boston communities: Allston-Brighton Back Bay-Beacon Hill Central Fenway-Kenmore Jamaica Plain-Parker Hill Roslindale Brookline Newton | Cambridge Framingham Natick Needham Waltham Watertown Wayland Wellesley Weston | NONE | |

Sources: Boston and Maine Corporation, Passenger Train Schedules, Timetable No. 20, Revised 3/4/74.
 Boston Redevelopment Authority (BRA), telephone conversation with Ed Bailey, Transportation Planner, 1974.
 Commonwealth of Massachusetts, Executive Office of Transportation and Construction and the Massachusetts
 Bay Transit Authority (MBTA), Ten Year Transit Development Program 1974-1983, June 10, 1974 (Draft).
 Massachusetts Bay Transit Authority (MBTA), System Route Map, July 1967.

METROPOLITAN PLANNING PROJECT TABLE 5

METROPATHWAYS SCHEMATIC PROGRAM IMPLEMENTATION FOR EACH MODULE

| Name of Program | School Year | | | | | | | |
|-----------------------------|-------------------------------|-------------------------------|-------------------------------|-------------------------------|-------------------------------|---------------------------|------------------|-----------------|
| | 1974-75 | 1975-76 | | 1976-77 | | 1977-78 | | 1978-79 |
| Political Discovery | Pilot 100 students:4 staff | Fall 150:6 | Spring 150:6 | Fall 200:8 | Maximum 200:8 | Fall 200:8 | Maximum 200:8 | Spring 200:8 |
| Charles River | Pilot 100 students:4 staff | Expansion 150:6 | Expansion 150:6 | Maximum 200:8 | Maximum 200:8 | Maximum 200:8 | Maximum 200:8 | 200:8 |
| Selected Former DLE Project | | Pilot 100 students:4 staff | Pilot 100 students:4 staff | Expansion 150:6 | Expansion 150:6 | Maximum 200:8 | Maximum 200:8 | 200:8 |
| Ethni-City | | Pilot 100 students:4 staff | Pilot 100 students:4 staff | Expansion 150:6 | Expansion 150:6 | Maximum 200:8 | Maximum 200:8 | 200:8 |
| Trans-National Academy | | Pilot 25 students:2 staff | Pilot 25 students:2 staff | Pilot 25:2 | Pilot 25:2 | Expansion-Maximum 50:4 | Maximum 50:4 | 50:4 |
| Bicentennial/ Futures | | | | Pilot 100 students:4 staff | Pilot 100 students:4 staff | Expansion 150:6 | Maximum 200:8 | 200:8 |
| Metro Arts | | | | Pilot 100 students:4 staff | Pilot 100 students:4 staff | Expansion 150:6 | Maximum 200:8 | 200:8 |

- Notes:
1. These program titles are examples of curricula offerings. The decision on which programs will be offered will be made by the participants and the Pathway Coordinator. Other curricula offerings could include: Career Investigation, Metro Class, Outdoor Exploration and Sports Program, and Social Discovery.
 2. Each Program will have students from two Boston and two suburban secondary schools. While an exact ratio of Boston and suburban students cannot be predetermined, all programs must have a proportion of between 20% and 40% minority group students.
 3. The ratio of students to professional and resource staff will be approximately 25:1 whenever possible.
 4. Once a program reaches its maximum number of students and staff it will remain at this size through 1982-83.

SUGGESTED METROPATHWAY MODULE

MODULE I: ORANGE LINE/MASSACHUSETTS AVENUE

Program Implementation by Number of Students: 1974-75 to 1982-83

| School Year | Fall Semester | Spring Semester | Total Student Enrollment by Year | Total Students Who Will Have Been Enrolled Between 1974-75 and 1982-83 |
|-------------|---------------|-----------------|----------------------------------|--|
| 1974-75 | 0 | 200 | 200 | 200 |
| 1975-76 | 500 | 525 | 1,025 | 1,225 |
| 1976-77 | 925 | 925 | 1,850 | 3,075 |
| 1977-78 | 1,150 | 1,150 | 2,300 | 5,375 |
| 1978-79 | 1,250 | 1,250 | 2,500 | 7,875 |
| 1979-80 | 1,250 | 1,250 | 2,500 | 10,375 |
| 1980-81 | 1,250 | 1,250 | 2,500 | 12,875 |
| 1981-82 | 1,250 | 1,250 | 2,500 | 15,375 |
| 1982-83 | 1,250 | 1,250 | 2,500 | 17,875 |

Source: Metropolitan Planning Project Support Research Component.

METROPOLITAN PLANNING PROJECT TABLE 6 --continued/2

SUGGESTED METROPATHWAY MODULE

MODULE II: BOSTON AND MAINE RAILROAD

Program Implementation by Number of Students: 1974-75 to 1982-83

| School Year | Fall Semester | Spring Semester | Total Student Enrollment by Year | Total Students Who Will Have Been Enrolled Between 1974-75 and 1982-83 |
|-------------|---------------|-----------------|----------------------------------|--|
| 1974-75 | 0 | 200 | 200 | 200 |
| 1975-76 | 500 | 525 | 1,025 | 1,225 |
| 1976-77 | 925 | 925 | 1,850 | 3,075 |
| 1977-78 | 1,150 | 1,150 | 2,300 | 5,375 |
| 1978-79 | 1,250 | 1,250 | 2,500 | 7,875 |
| 1979-80 | 1,250 | 1,250 | 2,500 | 10,375 |
| 1980-81 | 1,250 | 1,250 | 2,500 | 12,875 |
| 1981-82 | 1,250 | 1,250 | 2,500 | 15,375 |
| 1982-83 | 1,250 | 1,250 | 2,500 | 17,875 |

Source: Metropolitan Planning Project Support Research Component.

SUGGESTED METROPATHWAY MODULE

MODULE III: RED LINE

Program Implementation by Number of Students: 1974-75 to 1982-83

| School Year | Fall Semester | Spring Semester | Total Student Enrollment by Year | Total Students Who Will Have Been Enrolled Between 1974-75 and 1982-83 |
|-------------|---------------|-----------------|----------------------------------|--|
| 1974-75 | 0 | 200 | 200 | 200 |
| 1975-76 | 500 | 525 | 1,025 | 1,225 |
| 1976-77 | 925 | 925 | 1,850 | 3,075 |
| 1977-78 | 1,150 | 1,150 | 2,300 | 5,375 |
| 1978-79 | 1,250 | 1,250 | 2,500 | 7,875 |
| 1979-80 | 1,250 | 1,250 | 2,500 | 10,375 |
| 1980-81 | 1,250 | 1,250 | 2,500 | 12,875 |
| 1981-82 | 1,250 | 1,250 | 2,500 | 15,375 |
| 1982-83 | 1,250 | 1,250 | 2,500 | 17,875 |

Source: Metropolitan Planning Project Support Research Component.

METROPOLITAN PLANNING PROJECT TABLE 6 --continued/4

SUGGESTED METROPATHWAY MODULE

MODULE IV: BLUE LINE

Program Implementation by Number of Students: 1974-75 to 1982-83

| School Year | Fall Semester | Spring Semester | Total Student Enrollment by Year | Total Students Who Will Have Been Enrolled Between 1974-75 and 1982-83 |
|-------------|---------------|-----------------|----------------------------------|--|
| 1974-75 | 0 | 200 | 200 | 200 |
| 1975-76 | 500 | 525 | 1,025 | 1,225 |
| 1976-77 | 925 | 925 | 1,850 | 3,075 |
| 1977-78 | 1,150 | 1,150 | 2,300 | 5,375 |
| 1978-79 | 1,250 | 1,250 | 2,500 | 7,875 |
| 1979-80 | 1,250 | 1,250 | 2,500 | 10,375 |
| 1980-81 | 1,250 | 1,250 | 2,500 | 12,875 |
| 1981-82 | 1,250 | 1,250 | 2,500 | 15,375 |
| 1982-83 | 1,250 | 1,250 | 2,500 | 17,875 |

Source: Metropolitan Planning Project Support Research Component.

SUGGESTED METROPATHWAY MODULE

MODULE V: GREEN LINE

Program Implementation by Number of Students: 1974-75 to 1982-83

| School Year | Fall Semester | Spring Semester | Total Student Enrollment by Year | Total Students Who Will Have Been Enrolled Between 1974-75 and 1982-83 |
|-------------|---------------|-----------------|----------------------------------|--|
| 1974-75 | 0 | 200 | 200 | 200 |
| 1975-76 | 500 | 525 | 1,025 | 1,225 |
| 1976-77 | 925 | 925 | 1,850 | 3,075 |
| 1977-78 | 1,150 | 1,150 | 2,300 | 5,375 |
| 1978-79 | 1,250 | 1,250 | 2,500 | 7,875 |
| 1979-80 | 1,250 | 1,250 | 2,500 | 10,375 |
| 1980-81 | 1,250 | 1,250 | 2,500 | 12,875 |
| 1981-82 | 1,250 | 1,250 | 2,500 | 15,375 |
| 1982-83 | 1,250 | 1,250 | 2,500 | 17,875 |

Source: Metropolitan Planning Project Support Research Component.

METROPOLITAN PLANNING PROJECT TABLE 6 --continued/6

SUGGESTED METROPATHWAY MODULE

SUMMARY TABLE FOR ALL MODULES

Program Implementation by Number of Students: 1974-75 to 1982-83

| School Year | Fall Semester | Spring Semester | Total Student Enrollment by Year | Total Students Who Will Have Been Enrolled Between 1974-75 and 1982-83 |
|-------------|---------------|-----------------|----------------------------------|--|
| 1974-75 | 0 | 1,000 | 1,000 | 1,000 |
| 1975-76 | 2,500 | 2,625 | 5,125 | 6,125 |
| 1976-77 | 4,625 | 4,625 | 9,250 | 15,375 |
| 1977-78 | 5,750 | 5,750 | 11,500 | 26,875 |
| 1978-79 | 6,250 | 6,250 | 12,500 | 39,375 |
| 1979-80 | 6,250 | 6,250 | 12,500 | 51,875 |
| 1980-81 | 6,250 | 6,250 | 12,500 | 64,375 |
| 1981-82 | 6,250 | 6,250 | 12,500 | 76,875 |
| 1982-83 | 6,250 | 6,250 | 12,500 | 89,375 |

Source: Metropolitan Planning Project Support Research Component.

METROPAIRWAYS

The criteria of educational feasibility, when applied to METROPAIRWAYS, require some technical modification to meet elementary school student needs. Examples of these modifications include a shorter time/distance for traveling and less daily traveling to third sites or school based activities. This has been accomplished by developing a METROPAIRWAY program which can meet at fewer scheduled times at learning centers and, more appropriately, focuses on schools which are most proximate to Boston.

Triads or Pairs

One elementary school might be chosen from Boston or inner suburban school districts which have urban characteristics similar to Boston, and two selected from a suburban school district so that the resulting triad collaborative will reduce minority student isolation. One middle school or junior high school from Boston or inner suburban districts might be chosen and two selected from a suburban district so that the resulting paired collaboration will also reduce minority student isolation. This recommended ratio of 2:1 pairings between schools is encouraged to reduce ethnic and racial isolation (Summary Map).

A preliminary analysis of school districts near Boston resulted in selecting suburban school districts for detailed study to determine if they met METROPAIRWAY program standards. The preliminary analysis was based upon transportation criteria, the time/distance between school districts, and geographic criteria, the proximity to either Boston or other similar inner suburban districts. Inner suburban communities such as Cambridge, Somerville, Everett and Chelsea were considered urban METROPAIRWAY school districts. They each contain schools with 4% or more minority students and their characteristics, based upon research data, were found to be like those of Boston (Table 7). The schools in these districts would be one part of a triad. The other collaborative partner school should be located in a community:

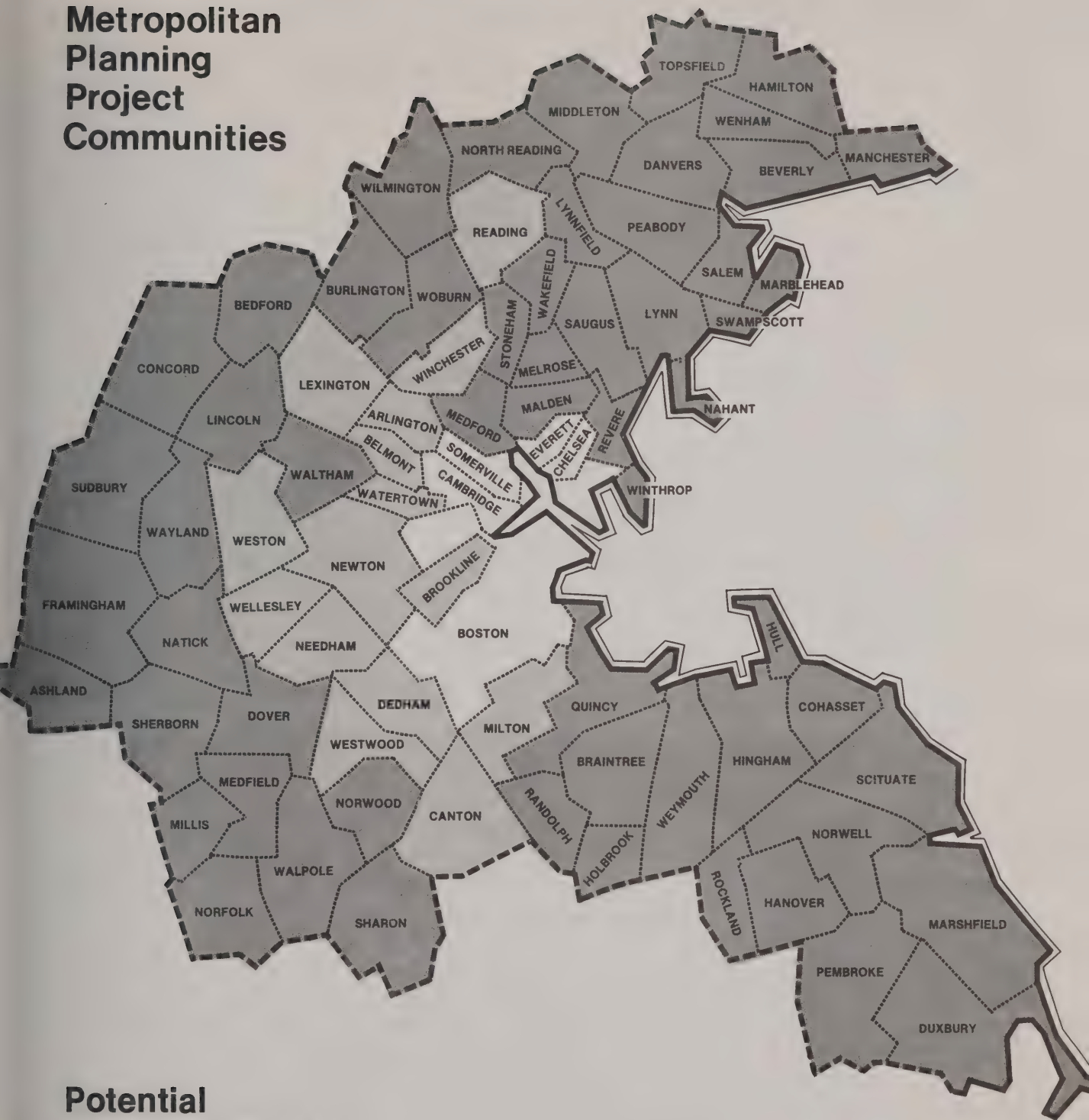
1. that has a median family income of \$12,000 or more;
2. in which at least 10% of the total population of the community are college graduates; and
3. in which at least 10% of the total population are employed in professional, technical, managerial or administrative jobs.

The other school districts which were proximate to Boston and potentially eligible for the METROPAIRWAY program were: Arlington, Belmont, Brookline, Canton, Dedham, Lexington, Medford, Melrose, Milton, Needham, Newton, Quincy, Reading, Stoneham, Wakefield, Watertown, Wellesley, Weston, Westwood, and Winchester (Table 8). The communities which did

not currently meet these criteria included: Medford, Melrose, Quincy, Stoneham and Wakefield. While they will not be involved in the METROPAIRWAY program initially, they may be involved in a future plan for triads of schools where the program focus is on the elimination of racial and ethnic student isolation.

A model of the Program implementation of METROPAIRWAY for a maximum operational year shows that 104 suburban schools and 44,863 suburban elementary school students could be involved. In that same model year, 52 schools and 22,432 students from "urban" inner city school districts would be involved, thus maintaining the 2:1 school ratio. In summary, 156 schools and 67,295 students could be involved in METROPAIRWAYS in one operational year.

Metropolitan Planning Project Communities



Potential METROPAIRWAYS School Districts

- Suburban School Districts
- Urban School Districts
- School Districts not involved

METROPOLITAN PLANNING PROJECT TABLE 7

POTENTIAL URBAN METROPAIRWAY SCHOOLS
By Grade Organization and Total Enrollment for 1973-74

| School District | School Code | School Name | Grade Organization | Total Enrollment |
|-----------------|-------------|------------------------|--------------------|------------------|
| Cambridge | 003 | Achievement | 7-8 | 95 |
| | 005 | Agassiz | K-8 | 80 |
| | 010 | M. E. Fitzgerald | K-8 | 911 |
| | 015 | Fletcher | K-8 | 345 |
| | 020 | Haggerty | K-6 | 218 |
| | 025 | Charles G. Harrington | K-8 | 908 |
| | 030 | King | K-8 | 439 |
| | 033 | Gore Street | K-6 | 106 |
| | 035 | Abraham Lincoln | K-6 | 153 |
| | 040 | Longfellow | K-8 | 616 |
| | 045 | Morse | K-8 | 424 |
| | 050 | Peabody | K-8 | 524 |
| | 060 | Roberts | K-8 | 485 |
| | 065 | John M. Tobin | K-8 | 1,211 |
| | 075 | Webster | K-8 | 252 |
| | 080 | Cambridge Alternative | K-5 | 138 |
| | 085 | Dearborn | Ungraded | 36 |
| | 505 | Cambridge High & Latin | 9-12 | 2,025 |
| | 510 | Rindge Tech. | 9-12 | 67 |
| | 606 | Lowell Street | Special | 7 |

Note: Boston schools are not listed since the 1973-74 enrollment did not reflect the Federal Court desegregation order. All schools are potentially eligible.

Source: Massachusetts State Department of Education, Massachusetts School Directory, 1973-74.

METROPOLITAN PLANNING PROJECT TABLE 7--continued/2

POTENTIAL URBAN METROPAIRWAY SCHOOLS
By Grade Organization and Total Enrollment for 1973-74

| School District | School Code | School Name | Grade Organization | Total Enrollment |
|-----------------|-------------|------------------------|--------------------|------------------|
| Chelsea | 005 | Mary C. Burke | K-6 | 353 |
| | 410 | Shurtleff Elementary | K-6 | 1,022 |
| | 411 | Shurtleff Jr. High | 7-8 | 281 |
| | 415 | Williams Elementary | K-6 | 830 |
| | 416 | Williams Jr. High | 7-8 | 403 |
| | 505 | Chelsea High | 9-12 | 1,336 |
| Everett | 015 | Benjamin Franklin | K-4 | 110 |
| | 050 | Horace Mann | K-6 | 360 |
| Somerville | 005 | Baxter | K-4 | 162 |
| | 060 | Forster | K-6 | 551 |
| | 081 | Powder House Community | K-6 | 731 |
| | 085 | Oren S. Knapp | K-6 | 333 |

Note: Boston schools are not listed since the 1973-74 enrollment did not reflect the Federal Court desegregation order. All schools are potentially eligible.

Source: Massachusetts State Department of Education, Massachusetts School Directory, 1973-74.

METROPOLITAN PLANNING PROJECT TABLE 8
 POTENTIAL SUBURBAN METROPOLITAN SCHOOLS
 By Grade Organization and Total Enrollment
 for 1973-74

| School District | School Code | School Name | Grade Organization | Total Enrollment |
|-----------------|-------------|-----------------------|--------------------|------------------|
| Arlington | 005 | John Bishop | K-6 | 365 |
| | 010 | Brackett | K-6 | 393 |
| | 020 | Cutter Elementary | K-6 | 324 |
| | 025 | Cyrus Dallin | K-6 | 515 |
| | 035 | Locke | K-6 | 291 |
| | 040 | Parmenter | K-6 | 387 |
| | 055 | M. Norcross Stratton | K-6 | 642 |
| | 410 | Ottoson Jr. High | 7-8 | 389 |
| Belmont | 005 | Winn Brook | K-5 | 436 |
| | 010 | Mary Lee Burbank | K-5 | 301 |
| | 025 | J.S. Kendall | K-5 | 316 |
| | 030 | Payson Park | K-5 | 265 |
| | 035 | Roger Wellington | K-5 | 492 |
| | 405 | Chenery Middle School | 6-8 | 1,197 |
| Brookline | 005 | Edith C. Baker | K-8 | 551 |
| | 010 | Baldwin | K-3 | 74 |
| | 015 | Edward Devotion | K-8 | 682 |
| | 020 | Michael Driscoll | K-8 | 577 |
| | 025 | Heath | K-8 | 310 |
| | 030 | Lawrence | K-8 | 414 |
| | 040 | Pierce | K-8 | 452 |

Source: Massachusetts State Department of Education, Massachusetts School Directory, 1973-74.

POTENTIAL SUBURBAN METROPOLITAN SCHOOLS
By Grade Organization and Total Enrollment
for 1973-74

| School District | School Code | School Name | Grade Organization | Total Enrollment |
|------------------------|-------------|----------------------|--------------------|------------------|
| Brookline -- continued | 045 | Runkle | K-8 | 420 |
| Canton | 012 | Lt. Peter M. Hansen | K-5 | 601 |
| Dedham | 005 | Ames | K-6 | 316 |
| | 010 | Avery | K-6 | 271 |
| | 020 | Dexter | K-6 | 337 |
| | 030 | Oakdale | K-6 | 564 |
| | 035 | Quincy | K-6 | 327 |
| | 405 | Junior High | 7-8 | 987 |
| Lexington | 005 | Adams | K-6 | 394 |
| | 006 | Bridge | K-6 | 529 |
| | 008 | Bowman | K-6 | 576 |
| | 010 | Joseph Estabrook | K-6 | 449 |
| | 015 | Fiske | K-6 | 462 |
| | 020 | Franklin | K-6 | 390 |
| | 025 | Hancock | K-6 | 213 |
| | 030 | Harrington | K-6 | 383 |
| | 035 | Maria Hastings | K-6 | 449 |
| | 040 | Munroe | K-6 | 185 |
| | 045 | Parker | K-6 | 309 |
| | 402 | Jonas Clark Jr. High | 7-9 | 776 |
| | 405 | Muzzey Jr. High | 7-9 | 579 |

Source: Massachusetts State Department of Education, Massachusetts School Director 1973-74.

METROPOLITAN PLANNING PROJECT TABLE 8 --continued/3

POTENTIAL SUBURBAN METROPOLITAN SCHOOLS
By Grade Organization and Total Enrollment
for 1973-74

| School District | School Code | School Name | Grade Organization | Total Enrollment |
|------------------------|-------------|--------------------------|--------------------|------------------|
| Lexington -- continued | 410 | Wm. Diamond Jr. High | 7-9 | 828 |
| Medford | | No schools meet criteria | | |
| Melrose | | No schools meet criteria | | |
| Milton | 005 | Collicot | K-6 | 675 |
| | 015 | Charles Sumner Pierce | K-6 | 608 |
| Needham | 005 | Broadmeadow | 1-6 | 380 |
| | 010 | Carter | K-6 | 289 |
| | 020 | John Eliot | K-6 | 344 |
| | 025 | Harris | K-6 | 234 |
| | 027 | Highland Avenue | 3-6 | 330 |
| | 030 | High Rock | K-6 | 350 |
| | 035 | Hillside Elementary | K-6 | 481 |
| | 040 | Wm. Mitchell | K-6 | 540 |
| | 045 | Stephen Palmer | K-6 | 442 |
| | 405 | Derwood Newman Jr. High | 7-9 | 878 |
| | 410 | Pollard Jr. High | 7-9 | 1,040 |
| Newton | 005 | A.E. Angier | K-6 | 403 |
| | 010 | Beethoven | K-6 | 294 |
| | 015 | Bowen | K-6 | 341 |
| | 020 | Burr | K-6 | 401 |
| | 025 | Cabot | K-6 | 452 |

Source: Massachusetts State Department of Education, Massachusetts School Directory, 1973-74.

POTENTIAL SUBURBAN METROPOLITAN SCHOOLS
By Grade Organization and Total Enrollment
for 1973-74

| School District | School Code | School Name | Grade Organization | Total Enrollment |
|---------------------|-------------|--------------------------|--------------------|------------------|
| Newton -- continued | 035 | Claflin | K-6 | 363 |
| | 040 | Countryside | K-6 | 294 |
| | 045 | Davis | K-6 | 309 |
| | 060 | Hamilton | K 6 | 169 |
| | 075 | Horace Mann | K-6 | 311 |
| | 080 | Mason Rice | K-6 | 444 |
| | 085 | Memorial | K-6 | 192 |
| | 100 | Peirce | K-6 | 384 |
| | 105 | Spaulding | K-6 | 288 |
| | 120 | John Ward | K-6 | 545 |
| | 125 | Williams | K-6 | 304 |
| | 405 | F.A.Day Jr. High | 7-9 | 751 |
| | 415 | Meadowbrook Jr. High | 7-9 | 877 |
| | 420 | Warren Jr. High | 7-9 | 947 |
| | 425 | Weeks Jr. High | 7-9 | 777 |
| Quincy | | No schools meet criteria | | |
| Reading | 002 | Alice M. Barrows | K-6 | 370 |
| | 010 | Joshua Eaton | K-6 | 497 |
| Stoneham | | No schools meet criteria | | |
| Wakefield | | No schools meet criteria | | |
| Watertown | 025 | James Russell Lowell | K-5 | 504 |

Source: Massachusetts State Department of Education, Massachusetts School Directory 1973-74.

METROPOLITAN PLANNING PROJECT TABLE 8 --continued/5

POTENTIAL SUBURBAN METROPAIRWAYS SCHOOLS
By Grade Organization and Total Enrollment
for 1973-74

| School District | School Code | School Name | Grade Organization | Total Enrollment |
|------------------------|-------------|------------------------|--------------------|------------------|
| Watertown -- continued | 040 | Phillips | K-6 | 327 |
| | 410 | West Jr. High | 7-9 | 771 |
| Wellesley | 005 | Katharine Lee Bates | K-6 | 306 |
| | 010 | Seldon L. Brown | K-6 | 227 |
| | 015 | Joseph Fiske | K-6 | 254 |
| | 020 | John D. Hardy | K-6 | 275 |
| | 025 | Hunnewell | K-5 | 290 |
| Weston | 005 | Brook | K-3 | 405 |
| | 010 | Country | K-3 | 322 |
| | 015 | Woodland | 4-6 | 360 |
| | 020 | Field | 4-6 | 347 |
| | 405 | Weston Jr. High | 7-8 | 512 |
| Westwood | 010 | Deerfield | 1-6 | 282 |
| | 012 | Downey | 1-6 | 365 |
| | 015 | Pine Hill-Islington | 1-6 | 272 |
| | 017 | Martha Jones | 1-5 | 274 |
| | 025 | Pond Plain | 1-6 | 512 |
| | 405 | E.W. Thurston Jr. High | 7-8 | 608 |
| Winchester | 010 | Mystic | K-6 | 300 |
| | 015 | Noonan | K-6 | 230 |
| | 020 | Parkhurst | K-6 | 282 |

Source: Massachusetts State Department of Education, Massachusetts School Directory, 1973-74.

POTENTIAL SUBURBAN METROPOLITAN SCHOOLS
By Grade Organization and Total Enrollment
for 1973-74

| School District | School Code | School Name | Grade Organization | Total Enrollment |
|------------------------|-------------|--------------------|--------------------|------------------|
| Winchester - continued | 025 | Vinson-Owen | K-6 | 345 |
| | 030 | Washington | K-6 | 269 |
| | 035 | Wyman | K-6 | 311 |
| | 040 | Muraco | K-6 | 443 |
| | 045 | Ambrose Elementary | K-6 | 219 |

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METROPOLITAN PLANNING PROJECT TABLE 9

METROPAIRWAYS

I

Program Implementation by Number of Students in
Potential Suburban Schools for a Maximum Operational Year

| Grade Organization | Number of Schools | Student Enrollment |
|--------------------|-------------------|--------------------|
| Elementary-- | 90 | 33,579 |
| Junior High School | 14 | 11,284 |
| Total | 104 | 44,863 |

METROPOLITAN PLANNING PROJECT TABLE 9 ---continued/2

METROPAIRWAYS

II

Program Implementation by Number of Students in
Potential Urban Schools for a Maximum Operational Year

| Grade Organization | Number of Schools | Student Enrollment |
|--------------------|-------------------|--------------------|
| Elementary | 45 | 16,790 |
| Junior High School | 7 | 5,642 |
| Total | 52 | 22,432 |

METROPOLITAN PLANNING PROJECT TABLE 9 --continued/3

METROPAIRWAYS

III
Program Implementation by Number of Students in
All Potential Pairways for a Maximum Operational Year

| Grade Organization | Number of Schools | Student Enrollment |
|--------------------|-------------------|--------------------|
| Elementary | 135 | 50,369 |
| Junior High School | 21 | 16,926 |
| Total | 156 | 67,295 |

METRO ETHNIC HERITAGE RESOURCE CENTERS

The Boston metropolitan area has a unique mixture of racial and ethnic groups whose valuable resources have been underutilized. Awareness of the significance of different groups and their impact on the American culture can foster better understanding among all groups - youth, adult, school system and industry - all of which directly or indirectly affect perceptions and feelings. A mechanism to systematically achieve this goal has not yet been created.

The Metropolitan Planning Project, through its efforts to communicate with interest groups and to open channels of discussion and information, has been able to help racial and ethnic groups meet and discuss common problems. The first step, the Design of Learning Environments proposals, was composed of a conglomeration of different school districts and groups involved in education. Members of the Afro-American, Spanish Surname, Asian-American, and Native-American communities received grants to develop programs related to their ethnic heritage and, working with MPP, have discussed mutual problems. They have expressed the need to work together to achieve better understanding among themselves and with the majority community as well.

The creation of METRO ETHNIC HERITAGE RESOURCE CENTERS is a means to achieve this end. The development of these centers, to be coordinated through the METROCENTER FOR COMMUNICATIONS, COUNSELLING, AND RESOURCE DEVELOPMENT, will meet several needs which emerged from community discussions and analyses:

1. That minority groups lack sufficient vehicles for presenting their culture and history in positive ways to the whole metropolitan area, and to themselves as well.
2. That an analysis and study of different groups as they lived or migrated to the United States, particularly the New England and Boston area, can be helpful in appreciating the commonalities and differences of each group.
3. That adults, including parents, teachers, and administrators, as well as children, often lack the proper exposure to different cultures and, therefore, positive images of minority groups and ethnic groups as a whole cannot be reinforced.
4. That adequate resource materials are not available to upgrade those presently being used in educational forums such as schools, libraries or television.
5. That school districts should find ways in which they can provide multi-cultural, multi-racial experiences to students and adults.

It is evident that a coordinated effort can better serve the educational purposes of all groups in the metropolitan area. To implement this recommendation, a consortium or task force of persons interested in reducing minority group student isolation should be formed to recommend procedures to be followed by the METRO ETHNIC HERITAGE RESOURCE CENTER component of the METROCENTER. The major emphasis of this task force will be to outline ways in which these Heritage Centers can eliminate or reduce minority group student isolation within the Boston metropolitan area. The task force should include representation by Afro-Americans, Asian-Americans, Hispanics, Irish, Italians, Jews, Portuguese, and other ethnic groups. The coordinating bodies of the Heritage Centers should also include a cross section of racial and ethnic group representatives. The collective decisions made about procedure will become the basis for implementation.

Two models of implementation are recommended:

1. A collaborative of several communities interested in establishing a cultural resource center in their area could be formed. The METRO ETHNIC HERITAGE RESOURCE CENTER coordinator would study the ways in which this proposed center would help reduce minority student isolation, make recommendations and help find the necessary resources. This collaborative might be formed by school districts involved in METROPATHWAYS or METROPAIRWAYS. (See schematic diagram I)
2. Individual schools or cultural groups and institutions of a particular town can express the same interest in establishing a METRO ETHNIC HERITAGE RESOURCE CENTER in their community. The coordinator would then evaluate the possible impact of this center on the racial and ethnic isolation on members of that community and the students or groups involved in METROPATHWAYS or METROPAIRWAYS. He would also evaluate the benefits of this center to the adjoining communities. A center may be established in one town or city such as Boston, for example, in which cultural groups from other towns would wish to contribute and, at the same time, obtain the benefits of the center. (See schematic diagram II)

Evaluation of the Design of Learning Environments projects which have been a basis for developing METRO ETHNIC HERITAGE RESOURCE CENTERS, indicate that there is no one ideal number of children to be served. The size of the service population will be determined by the facility, staff, budget, and interest of the community members involved. The Boston Indian Council, for example, developed a course of study for 40 children in 3 school districts which was incorporated into the regular school schedule. The Afro-American Resource Center affected 295 adults and 600 children through a process of educational exhibits and seminars.

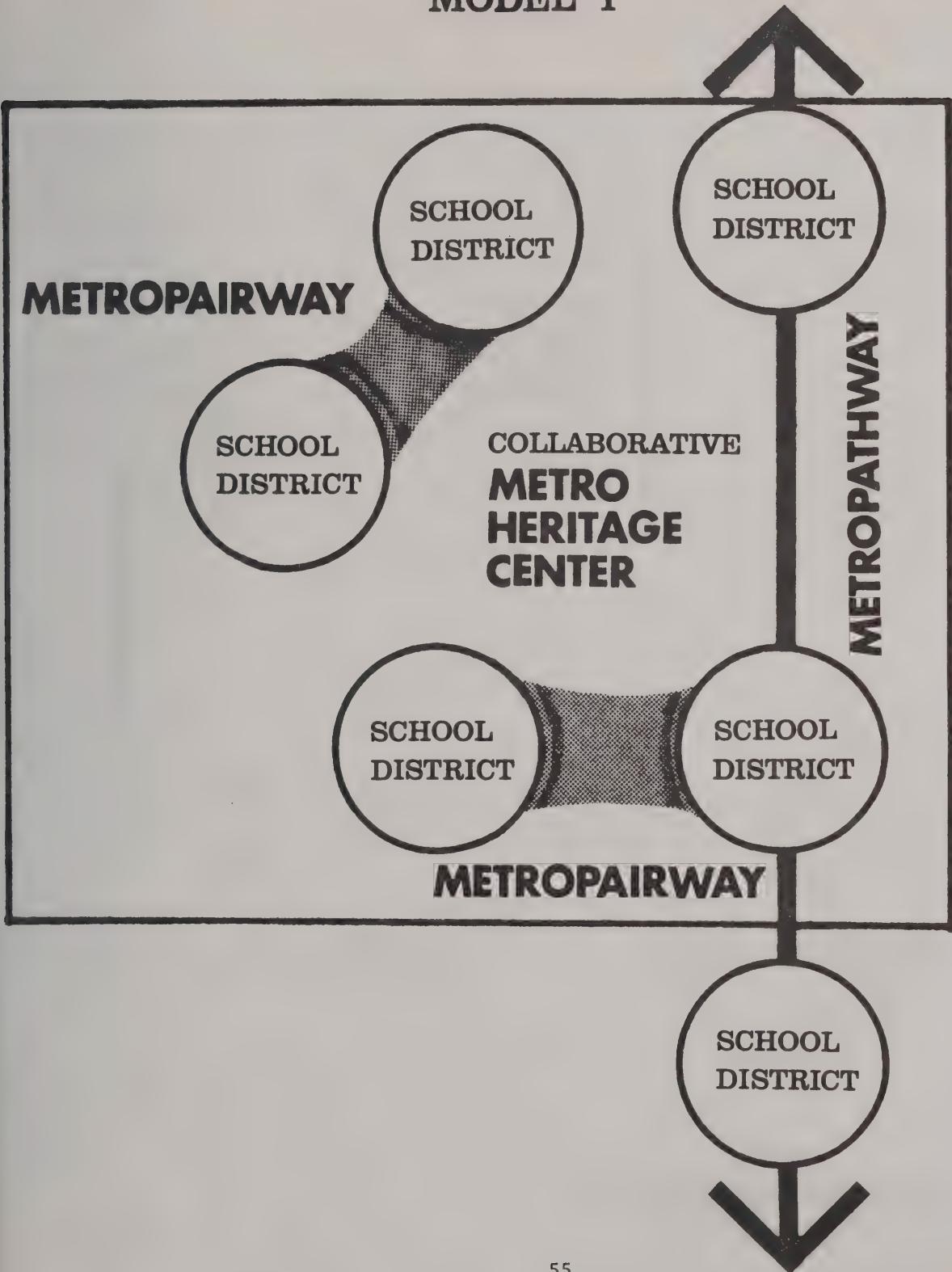
The Chinese-American Resource Center developed a similar project and intends to amplify its perimeters and include all Asian-American groups. The Hispanic Culture Curriculum Project developed a curriculum which is now being field tested for inclusion into the public school systems of the Boston metropolitan area and the rest of Massachusetts. The Metropolitan Cultural Alliance has developed a series of school programs. One program by the Pocket Mime Theatre, titled "Americans", is an example of how stereotypes can be broken by observation of different ethnic groups and by presentation of Projects based on the observations and training received in mime. Programs such as these mentioned will help assure that every student in the SMSA will have a significant multi-cultural, multi-racial learning experience.

The activities of these METRO ETHNIC HERITAGE RESOURCE CENTERS would be programmed and coordinated by multi-racial groups who would assure that the richness and diversity of different groups be expressed on an ongoing basis.

These smaller centers would be affiliated to the METRO ETHNIC HERITAGE RESOURCE CENTER under the METROCENTER which would encourage and facilitate communication and development of materials for utilization by the METROPATHWAYS and METROPAIRWAYS programs and other metropolitan educational programs identified in the METROCENTER. THE METRO ETHNIC HERITAGE RESOURCE CENTER would be a clearinghouse for cultural, racial, and ethnic resources and materials as the METROCENTER FOR COMMUNICATIONS, COUNSELLING, AND RESOURCE DEVELOPMENT would be a clearinghouse for all metropolitan educational programs and resources.

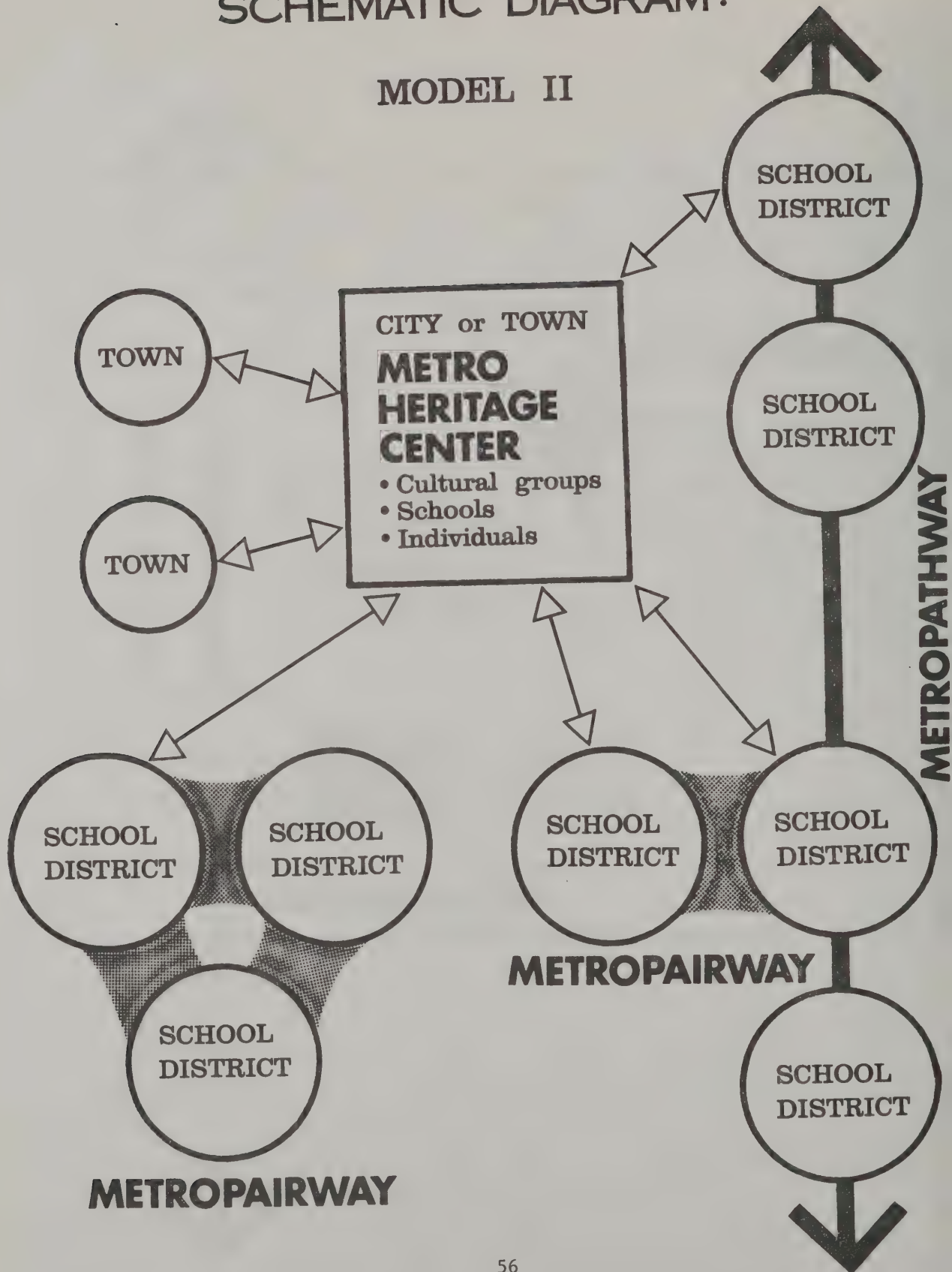
SCHEMATIC DIAGRAM:

MODEL I



SCHEMATIC DIAGRAM:

MODEL II



CHAPTER II

THE BOSTON METROPOLITAN AREA: TECHNICAL BASES FOR IMPLEMENTATION

INTRODUCTION

The Boston Standard Metropolitan Statistical Area (SMSA) contains 78 cities and towns. The largest of these municipalities is the city of Boston which serves as the hub of the area.

The population of the Boston metropolitan area was 2,753,700 in 1970. The city of Boston had 641,071 residents, 23% of the area's total population.

The non-white population of the Boston SMSA was 150,959 persons. The city of Boston had 116,362 non-white residents which was 77% of the metropolitan area's non-white population.

The non-white residents in the city of Boston comprised 18.2% of its total population, while the non-white residents of the SMSA were 5.5% of its total population. The non-white population of the SMSA, excluding the city of Boston, was 1.6% of the total SMSA population. The disproportionate percentage of non-whites in the city becomes even more evident when the inner suburb of Cambridge is subtracted from the SMSA total; the non-white residents of the remaining metropolitan area comprised 1.3% of the remaining population.

Similarly, the 1973-74 non-white public school population of the school districts within the SMSA was 10.2% of the total enrollment of 536,345 students. On the other hand, the public school figures for the city of Boston showed a 1973-74 enrollment of 93,738 students, of whom 41.1% were non-white.

The city of Boston enrolled only 17.5% of the total SMSA public school student population yet it contained 71% of the SMSA's non-white students. The other 29% were enrolled in the remaining 82 metropolitan area school districts. However, the non-white student enrollment in these 82 districts comprised only 3.6% of their total enrollment. This 3.6% figure included 1,770 non-white students from Boston who enrolled in suburban districts through utilization of the METCO program. These students raised the proportion of non-white public school students in the SMSA who reside in Boston to 74.2% of the the total SMSA non-white public school enrollment.

COMMUNITY ANALYSES

The location and characteristics of the minority and majority populations is essential as a first step in planning for the development and implementation of metropolitan-wide educational programs that would help eliminate ethnic and racial student isolation. The support research component of the Metropolitan Planning Project collected and analyzed this information for each of the 78 cities and towns contained in the Boston SMSA as defined in the 1970 U.S. Census. The boundary lines of these cities and towns are coterminous with the boundaries of the SMSA school districts.

While information could be presented separately for each community, discussion of each place in isolation from other municipalities offers little insight into the comparative character of these communities and does not meet the goal of recommending collaborative groupings of school districts. Therefore, the analysis of each city and town was developed within a series of grouped communities.

In an attempt to arrange the communities into useful analytic groupings two methodological options were explored. First, the communities could have been grouped independently according to several policy related variables such as non-white public school enrollment or median family income. This approach would have allowed for an examination of differences between municipalities, a method more appropriately applied to social science research but not very useful as an action research technique. In the second approach, which utilized variables that were identified as important, the analysis was developed into an interdependent framework. These variables were then used to group the communities.

In applying this second approach, a geographic variable was the first criterion. Within the geographic dimension, the measure used was Massachusetts State Department of Education Regional Education Center membership. This variable allowed for a secondary effect of developing information for existing educational policy groupings. Within these defined areas, transportation considerations were used to further delineate these original groupings into smaller groups. The measurement of automobile travel time between communities in the preliminary analysis insured a reasonable distance between communities.

The communities were grouped into eight analytic areas and are listed below. The State Department of Education Regional Center to which they belong follows the community names in parentheses.

Community Group 1:

Ashland, Dover, Framingham, Medfield, Millis, Natick,
Norfolk, Sherborn (Worcester); except for Norfolk (Southeast)

Community Group 2:

Cohasset, Duxbury, Hanover, Hingham, Hull, Marshfield,
Norwell, Pembroke, Rockland, Scituate (Southeast); except
for Cohasset (Greater Boston)

Community Group 3:

Braintree, Canton, Dedham, Holbrook, Milton, Needham, Norwood,
Quincy, Randolph, Sharon, Walpole, Westwood, Weymouth
(Greater Boston)

Community Group 4:

Arlington, Belmont, Brookline, Concord, Lexington, Lincoln,
Newton, Sudbury, Waltham, Watertown, Wayland, Wellesley,
Weston (Greater Boston)

Community Group 5:

Cambridge, Chelsea, Everett, Malden, Medford, Melrose,
Revere, Somerville, Winthrop (Greater Boston)

Community Group 6:

Bedford, Burlington, Lynn, Nahant, North Reading, Reading,
Saugus, Stoneham, Wakefield, Wilmington, Winchester, Woburn
(Northeast)

Community Group 7:

Beverly, Danvers, Hamilton, Lynnfield, Manchester,
Marblehead, Middleton, Peabody, Salem, Swampscott, Topsfield,
Wenham (Northeast)

Community Group 8:

Boston (Greater Boston)

The education and education related variables which were considered relevant for analyzing the SMSA cities and towns are listed below and are followed by a description of the characteristics utilized.

EDUCATION CHARACTERISTICS

Public School Student Ethnic Enrollment, 1973-74
Comprehensive Per Pupil Expenditure, 1972-73
Percent of the Municipal Tax Dollar Spent on Education, 1972-73
Percent of the School Fund Provided by Local Sources, 1972-73
METCO Student Enrollment, 1973-74
Educational Collaborative Participation, 1973-74
Metropolitan Planning Project Membership Status

PUBLIC SCHOOL STUDENT ETHNIC ENROLLMENT, 1973-74

This information identifies the location of minority group students. It can be used to compare the number of minority group students in the public schools to the number of minority group members in a community's total population. The source of this information is the Massachusetts State Department of Education, Division of Research, Planning, and Evaluation, Enrollment by Classification, Exhibit II, 1973-74.

COMPREHENSIVE PER PUPIL EXPENDITURE, 1972-73

This information can be used to identify which school districts spend more for educational services than other districts. The data may be misleading in that one school district may have to pay more than another for similar services, e.g. teachers' salaries. The source of this information is the Massachusetts State Department of Education, Division of Research, Planning, and Evaluation, Per Pupil Expenditures, 1972-73.

PERCENT OF THE MUNICIPAL TAX DOLLAR SPENT ON EDUCATION, 1972-73

In Massachusetts, each property owner's tax bill designates how much of his taxes will be spent by the local government on education. This figure is one indication of the priority residents place on education in comparison to other municipal services. The source of this information is the Commonwealth of Massachusetts, Annual Report of the Department of Education for the Year Ending June 30, 1973. The information for these variables was available for only 68 of the 78 SMSA communities.

PERCENT OF SCHOOL FUNDS PROVIDED BY LOCAL SOURCES, 1972-73

These figures assess which level of government carries the burden of educational costs: local, commonwealth, or federal. In all school districts, local sources provided the majority of these funds. Note that Malden data is misleading; it is caused by accounting procedures. The source of this information is the Commonwealth of Massachusetts, Annual Report of the Department of Education for the Year Ending June 30, 1973.

METCO ENROLLMENT, 1973-74

METCO (Metropolitan Council for Educational Opportunities, Inc.) is a state funded interdistrict transfer program which transports minority children from Boston to suburban school districts. These figures may be considered an indicator of school districts acceptance to MPP program recommendations. The source of this information is the METCO files, "Unpublished Student Enrollment Records", August, 1974.

EDUCATIONAL COLLABORATIVE PARTICIPATION, 1973-74

The number of educational collaboratives that a school district has previously joined is an indication of their willingness to join or form additional voluntary collaboratives with other school districts. These collaboratives include such diverse programs as Title III, METCO, and regional vocational schools. The sources of this information are the Massachusetts State Department of Education, Massachusetts School Directory, 1973-74 and the Institute for Educational Services, Inc. "Survey on Collaboration", 1971 which was updated by a telephone survey by the Metropolitan Planning Project Support Research Component, 1974.

METROPOLITAN PLANNING PROJECT MEMBERSHIP STATUS

The agreement of two-thirds of the metropolitan area's school districts was necessary for the funding of the Metropolitan Planning Project. Fifty-six school districts are either applicants or approvers of this proposal. This information is available in the original proposal document, entitled "The Boston Metropolitan Planning Project", and the files of the Greater Boston Regional Education Center (GBREC).

EDUCATION RELATED CHARACTERISTICS

Population by Race and Spanish Language, 1970
Median Family Income, 1970
Percent of Those Employed Who Are Working in Professional, Technical, Non-Farm Managerial, or Administrative Capacities, 1970
Percent of Persons 25 Years Old or Over Who Have Completed At Least 4 Years of High School, 1970
Equalized Property Valuation Per School Attending Child, 1972-73
Automobile Travel Time to Boston from Suburban Communities, 1963
Massachusetts Bay Transit Authority Service Status As Of June, 1974

POPULATION BY RACE AND SPANISH LANGUAGE

This information identifies the location of the minority group population in the Boston SMSA. The non-white population includes the following groups: Blacks, Native-Americans, Asian-Americans, (Chinese, Japanese, and Filipinos), Hawaiians, Koreans, Aleuts, Eskimos, Malaysians, and Polynesians. Persons of Spanish language are counted separately. The source of this information is the U.S. Department of Commerce, Bureau of the Census, 1970 Census of Population, General Social and Economic Characteristics, Massachusetts and 1970 Census of Population, General Population Characteristics, PC(1) - C23, Tables 81, 102 and 1970 Census Population Characteristics, Massachusetts, PC(1) - B23, Tables 23, 27, 31.

MEDIAN FAMILY INCOME, 1970

PERCENT OF THOSE EMPLOYED WHO ARE WORKING IN PROFESSIONAL, TECHNICAL, NON-FARM MANAGERIAL, OR ADMINISTRATIVE CAPACITIES, 1970

PERCENT OF PERSONS 25 YEARS OLD OR OVER WHO HAVE COMPLETED AT LEAST 4 YEARS OF HIGH SCHOOL, 1970

These three indicators are standard measures of a community's socio-economic status. Socio-economic status can be used as an indicator of a community's attitude towards student racial and ethnic isolation. However, hard assumptions cannot be drawn from this index. Socio-economic information on the census tract level was utilized in developing potential METROPAIRWAYS triads. The source of this information is the U.S. Bureau of the Census, 1970 Census of Population, General Social and Economic Characteristics, Massachusetts, PC(1) - C23, Tables 40, 41, 42, 81, 83, 85, 86, 89, 102, 103, 104, 105, 107, 117, 118, and 1970 Census of Population, General Population Characteristics, Massachusetts, PC(1) - B23, Tables 23, 25, 29, 31.

EQUALIZED PROPERTY VALUATION PER SCHOOL ATTENDING CHILD, 1972-73

Computative equalized property valuation for any one year is equal to the equalized property valuation for the previous calendar year divided by the number of school attending children for a specific municipality for that school year. For example, the computative equalized valuation for 1967-68 is derived by dividing the equalized property valuation for 1966 by the number of school attending children for 1967-68. The equalization is computed through the application of a formula which takes into account differences in local communities' tax rates and assessment practices; it is utilized primarily as a measure of a community's wealth. The source of this information is the Massachusetts State Department of Education, School Aid to Massachusetts Cities and Towns (Chapter 70 Amended), 1972-73.

AUTOMOBILE TRAVEL TIME TO BOSTON FROM SUBURBAN COMMUNITIES, 1963

This information should be used only as an estimate of travel time between municipalities. Problems with the information include its age, its town average basis, and the fact that the times surveyed were non-rush hours. An updated, more exact study should be available soon from the work completed by the Boston Transportation Planning Review. Nonetheless it is one of the fundamental grouping measures. The source for this information is the Massachusetts Institute of Technology Economics Department, Urban Project, 1973. They transformed information available on a computer tape that was obtained from the Eastern Massachusetts Regional Planning Project.

MASSACHUSETTS BAY TRANSIT AUTHORITY SERVICE STATUS AS OF JUNE, 1974

This information is a listing of MBTA bus and/or rapid transit service between suburban school districts and Boston. A metropolitan transit system is one of Boston's greatest assets and one which should be utilized in eliminating minority student isolation in the metropolitan area's schools. Moreover, the MBTA has developed a ten year development program; their expansion plans will provide the transportation essential to the implementation of the MPP plan.

The sources for this information are:

TEN YEAR TRANSIT DEVELOPMENT PROGRAM 1974-83 - June 10, 1974 DRAFT
prepared by Massachusetts Bay Transit Authority and the Executive
Office of Transportation and Construction.

Bus service schedules, MBTA, effective 3/23/74

System route map, MBTA, July 1967

System route map, MBTA, 1971

The analyses which follow describe the 78 communities by the education and educational related variables discussed above. Except for the transportation and collaborative membership variables, they are displayed in rank order in Table 10. These community analyses are further documented by the Comparative Tables in Volume II, Part Two, Technical Resources, and Volume III, Community Profiles.

METROPOLITAN PLANNING PROJECT TABLE 10

SEVENTY-EIGHT COMMUNITIES IN THE BOSTON SMSA RANKED
According to Selected Educational and Education Related Characteristics

| Community | Median Family Income 1970 | % Employ- ed as Profes- sionals or Mana- gers 1970 | % at Least High School Completed 1970 | Size of Public School Enroll- ment 1973-74 | % Non- white Public School Enroll- ment 1973-74 | % Muni- cipal Tax \$ for Edu- cation 1972-73 | Compre- hensive Per Pupil Expendi- ture 1972-73 | % School Funds From Local Sources 1972-73 | Equalized Valuation Per S.A.C. 1972-73 |
|------------|------------------------------------|--|--|---|---|---|---|--|---|
| Arlington | 50 | 37 | 46 | 15 | 26 | 45 | 32 | 4 | 24 |
| Ashland | 51 | 59 | 36 | 65 | 39 | 21 | 36 | 72 | 60 |
| Bedford | 20 | 15 | 25 | 48 | 10 | 12 | 26 | 38 | 35 |
| Belmont | 28 | 23 | 33 | 40 | 16 | 50 | 22 | 35 | 3 |
| Beverly | 63 | 51 | 52 | 17 | 37 | 59 | 72 | 44 | 47 |
| Boston | 77 | 68 | 71 | 1 | 1 | 67 | 18 | 68 | 75 |
| Braintree | 36 | 53 | 40 | 14 | 51 | 38 | 44 | 52 | 46 |
| Brookline | 26 | 18 | 50 | 30 | 5 | 64 | 2 | 3 | 1 |
| Burlington | 32 | 38 | 41 | 20 | 41 | 26 | 49 | 31 | 40 |
| Cambridge | 74 | 29 | 64 | 11 | 3 | 65 | 1 | 8 | 14 |
| Canton | 25 | 39 | 35 | 44 | 51 | 24 | 47 | 29 | 25 |
| Chelsea | 78 | 78 | 78 | 45 | 4 | 68 | 59 | 74 | 77 |
| Cohasset | 17 | 21 | 12 | 67 | 33 | N.A. | 31 | 22 | 8 |
| Concord | 11 | 12 | 23 | 60 | 23 | 6 | 5 | 13 | 16 |

Notes and Sources: See last page of table.

SEVENTY-EIGHT COMMUNITIES IN THE BOSTON SMSA RANKED
According to Selected Educational and Education Related Characteristics

| Community | Median Family Income 1970 | % Employ- ed as Profes- sionals or Mana- gers 1970 | % at Least High School Completed 1970 | Size of Public School Enroll- ment 1973-74 | % Non- white Public School Enroll- ment 1973-74 | % Muni- cipal Tax \$ for Edu- cation 1972-73 | Compre- hensive Per Pupil Expendi- ture 1972-73 | % School Funds From Local Sources 1972-73 | Equalized Valuation Per S.A.C. 1972-73 |
|------------|------------------------------------|--|--|---|---|---|---|--|---|
| Danvers | 43 | 44 | 54 | 33 | 74 | 24 | 52 | 39 | 41 |
| Dedham | 47 | 58 | 51 | 29 | 63 | 39 | 78 | 5 | 20 |
| Dover | 2 | 4 | 1 | 77 | 46 | 18 | 7 | 16 | 4 |
| Duxbury | 29 | 24 | 15 | 58 | 21 | N.A. | 41 | 19 | 26 |
| Everett | 72 | 77 | 76 | 25 | 30 | N.A. | 23 | 21 | 5 |
| Framingham | 34 | 35 | 39 | 7 | 2 | 37 | 57 | 27 | 33 |
| Hamilton | 38 | 30 | 24 | 71 | 76 | 9 | 67 | 24 | 43 |
| Hanover | 35 | 43 | 28 | 55 | 41 | 11 | 39 | 71 | 70 |
| Hingham | 23 | 28 | 20 | 37 | 36 | 46 | 38 | 51 | 44 |
| Holbrook | 64 | 65 | 60 | 62 | 21 | 36 | 33 | 61 | 72 |
| Hull | 69 | 57 | 58 | 58 | 64 | 52 | 34 | 70 | 74 |
| Lexington | 7 | 5 | 13 | 16 | 12 | 1 | 12 | 30 | 38 |
| Lincoln | 8 | 1 | 2 | 69 | 6 | 22 | 6 | 37 | 11 |
| Lynn | 75 | 73 | 73 | 4 | 8 | 63 | 48 | 45 | 50 |

Notes and Sources: See last page of table.

SEVENTY-EIGHT COMMUNITIES IN THE BOSTON SMSA RANKED
According to Selected Educational and Education Related Characteristics

| Community | Median Family Income 1970 | % Employ- ed as Profes- sionals or Mana- gers 1970 | % at Least High School Completed 1970 | Size of Public School Enroll- ment 1973-74 | % Non- white Public School Enroll- ment 1973-74 | % Muni- cipal Tax \$ for Edu- cation 1972-73 | Compre- hensive Pupil Expendi- ture 1972-73 | % School Funds From Local Sources 1972-73 | Equalized Valuation Per S.A.C. 1972-73 |
|------------|------------------------------------|--|--|---|---|---|--|--|---|
| Lynnfield | 14 | 11 | 14 | 56 | 20 | 3 | 26 | 34 | 29 |
| Malden | 71 | 72 | 72 | 12 | 17 | 62 | 75 | 78 | 66 |
| Manchester | 39 | 22 | 17 | 70 | 76 | 48 | 44 | 11 | 12 |
| Marblehead | 21 | 17 | 9 | 42 | 51 | 33 | 40 | 20 | 10 |
| Marshfield | 54 | 42 | 34 | 34 | 41 | 29 | 63 | 63 | 68 |
| Medfield | 15 | 13 | 32 | 63 | 70 | 16 | 56 | 60 | 61 |
| Medford | 65 | 70 | 68 | 8 | 14 | 60 | 62 | 48 | 58 |
| Melrose | 45 | 41 | 37 | 26 | 57 | N.A. | 46 | 47 | 31 |
| Middleton | 62 | 61 | 70 | 76 | 77 | 5 | 73 | 73 | 69 |
| Millis | 42 | 36 | 38 | 68 | 74 | 19 | 68 | 26 | 48 |
| Milton | 19 | 33 | 27 | 46 | 39 | 55 | 13 | 10 | 9 |
| Nahant | 40 | 26 | 31 | 74 | 51 | N.A. | 55 | 40 | 30 |
| Natick | 33 | 39 | 43 | 18 | 26 | 30 | 70 | 33 | 34 |
| Needham | 12 | 19 | 11 | 21 | 30 | 33 | 24 | 18 | 13 |

Notes and Sources: See last page of table.

SEVENTY-EIGHT COMMUNITIES IN THE BOSTON SMSA RANKED
According to Selected Educational and Education Related Characteristics

| Community | Median Family Income 1970 | % Employ- ed as Profes- sionals or Mana- gers 1970 | % at Least High School Completed 1970 | Size of Public School Enroll- ment 1973-74 | % Non- white Public School Enroll- ment 1973-74 | % Muni- cipal Tax \$ for Edu- cation 1972-73 | Compre- hensive Per Pupil Expendi- ture 1972-73 | % School Funds From Local Sources 1972-73 | Equalized Valuation Per S.A.C. 1972-73 |
|-------------|------------------------------------|--|--|---|---|---|---|--|---|
| Newton | 16 | 20 | 26 | 2 | 11 | 42 | 4 | 12 | 22 |
| Norfolk | 52 | 56 | 66 | 73 | 77 | 15 | 25 | 53 | 62 |
| No. Reading | 44 | 48 | 48 | 54 | 51 | 19 | 69 | 77 | 67 |
| Norwell | 24 | 32 | 22 | 64 | 61 | 7 | 60 | 65 | 59 |
| Norwood | 41 | 49 | 45 | 24 | 57 | 39 | 28 | 50 | 54 |
| Peabody | 58 | 55 | 62 | 9 | 34 | 44 | 18 | 41 | 56 |
| Pembroke | 67 | 60 | 55 | 66 | 64 | N.A. | 74 | 76 | 76 |
| Quincy | 66 | 65 | 61 | 3 | 64 | 58 | 20 | 56 | 45 |
| Randolph | 48 | 54 | 47 | 23 | 19 | 56 | 36 | 75 | 73 |
| Reading | 30 | 34 | 30 | 28 | 61 | 32 | 65 | 57 | 53 |
| Revere | 70 | 75 | 74 | 19 | 70 | 28 | 14 | 67 | 55 |
| Rockland | 68 | 74 | 67 | 47 | 28 | N.A. | 54 | 66 | 78 |
| Salem | 73 | 71 | 75 | 22 | 7 | 57 | 51 | 49 | 36 |
| Saugus | 59 | 69 | 62 | 27 | 64 | 33 | 53 | 28 | 32 |

Notes and Sources: See last page of table.

SEVENTY-EIGHT COMMUNITIES IN THE BOSTON SMSA RANKED
According to Selected Educational and Education Related Characteristics

| Community | Median Family Income 1970 | % Employ- ed as Profes- sionals or Mana- gers 1970 | % at Least High School Completed 1970 | Size of Public School Enroll- ment 1973-74 | % Non- white Public School Enroll- ment 1973-74 | % Muni- cipal Tax \$ for Edu- cation 1972-73 | Compre- hensive Per Pupil Expendi- ture 1972-73 | % School Funds From Local Sources 1972-73 | Equalized Valuation Per S.A.C. 1972-73 |
|------------|------------------------------------|--|--|---|---|---|---|--|---|
| Scituate | 31 | 31 | 15 | 38 | 61 | 51 | 64 | 58 | 63 |
| Sharon | 18 | 25 | 21 | 52 | 9 | 17 | 11 | 36 | 27 |
| Sherborn | 4 | 7 | 5 | 75 | 64 | 2 | 8 | 1 | 23 |
| Somerville | 76 | 76 | 77 | 6 | 15 | 66 | 77 | 69 | 71 |
| Stoneham | 49 | 45 | 43 | 43 | 45 | 41 | 43 | 43 | 42 |
| Sudbury | 5 | 3 | 8 | 53 | 34 | 4 | 35 | 41 | 39 |
| Swampscott | 27 | 27 | 29 | 57 | 37 | 46 | 17 | 7 | 15 |
| Topsfield | 10 | 6 | 7 | 72 | 46 | N.A. | 57 | 62 | 64 |
| Wakefield | 46 | 50 | 57 | 39 | 46 | 49 | 42 | 54 | 28 |
| Walpole | 37 | 47 | 44 | 41 | 41 | 10 | 30 | 25 | 49 |
| Waltham | 60 | 67 | 69 | 10 | 23 | 43 | 29 | 14 | 7 |
| Watertown | 61 | 45 | 65 | 32 | 30 | 61 | 21 | 2 | 17 |
| Wayland | 6 | 9 | 10 | 50 | 25 | 12 | 10 | 32 | 37 |
| Wellesley | 3 | 8 | 4 | 31 | 17 | 31 | 9 | 17 | 6 |

Notes and Sources: See last page of table.

SEVENTY-EIGHT COMMUNITIES IN THE BOSTON SMSA RANKED
According to Selected Educational and Education Related Characteristics

[illegible]

SEVENTY-EIGHT COMMUNITIES IN THE BOSTON SMSA RANKED

According to Selected Educational and Education Related Characteristics

Notes and Sources:

All rankings in this table were computed by the Metropolitan Planning Project Support Research Component. The complete name and source for each of these characteristics, as well as an explanation of the rankings, is as follows:

Median Family Income, 1970: The source for this information is the U.S. Department of Commerce, Bureau of the Census, 1970 Census of Population, General Social and Economic Characteristics, Massachusetts, PC(1)-C23, Tables 89, 107, 118. The community with the highest median income was ranked #1 and the community with the lowest median income was ranked #78.

Percent (%) of Persons 16 Years Old and Over in the Labor Force Who are Employed in a Professional, Technical, Non-farm Managerial or Administrative Capacity, 1970: The source of this information is the U.S. Department of Commerce, Bureau of the Census, 1970 Census of Population, General Social and Economic Characteristics, Massachusetts, PC(1)-C23, Tables 86, 105, 118. The community with the highest percentage of persons employed in a professional or managerial capacity is ranked #1 and the community with the lowest percentage is ranked #78.

Percent (%) of Persons 25 Years of Age and Older Who Have Completed at Least 4 Years of High School, 1970: The source of this information is the U.S. Department of Commerce, Bureau of the Census, 1970 Census of Population, General Social and Economic Characteristics, Massachusetts, PC(1)-C23, Tables 83, 103, 117. The community with the highest percentage of high school completion is ranked #1 and the community with the lowest percentage is ranked #78.

Public School Enrollment, 1973-74: The source of this information is the Massachusetts State Department of Education, Division of Research, Planning and Evaluation, Enrollment by Classification, Exhibit II, 1973-74. The community with the highest enrollment is ranked #1 and the community with the lowest enrollment is ranked #78.

SEVENTY-EIGHT COMMUNITIES IN THE BOSTON SMSA RANKED
According to Selected Educational and Education Related Characteristics

Percent (%) Non-white Public School Enrollment 1973-74: The source of this information is the Massachusetts State Department of Education, Enrollment by Classification, Exhibit II, 1973-74. The community with the highest percentage of non-white public school students is ranked #1 and the community with the lowest percentage is ranked #78.

Percent (%) Municipal Tax Dollar Spent for Education 1972-73: The source of this information is the Commonwealth of Massachusetts, Annual Report of the Department of Education for the Year Ending June 30, 1973: The community with the highest percentage of tax dollar spent for education is ranked #1 and the community with the lowest is ranked #68. Information for 10 of the SMSA communities is not available; that is indicated on the table by an "N.A."

Per Pupil Expenditure 1972-73: The source of this information is the Massachusetts State Department of Education, Division of Research, Planning, and Evaluation Per Pupil Expenditures, 1972-73. The community with the highest per pupil expenditure is ranked #1 and the community with the lowest expenditure is ranked #78.

Percentage (%) of School Funds from Local Sources 1972-73: The source of this information is the Commonwealth of Massachusetts, Annual Report of the Department of Education for the Year Ending June 30, 1973. The community with the highest percentage of school funds from local sources is ranked #1 and the community with the lowest percentage is ranked #78.

Computative Equalized Property Valuation per School Attending Child (S.A.C.) 1972-73: The source of this information is the Massachusetts State Department of Education, School Aid to Massachusetts Cities and Towns (Chapter 70 Amended), 1972-73. The community with the highest equalized property valuation is ranked #1 and the community with the lowest is ranked #78.

COMMUNITY ANALYSIS: GROUP I

The first group of communities includes: Ashland, Dover, Framingham, Medfield, Millis, Natick, Norfolk and Sherborn. These 8 communities form the western border of the Boston metropolitan area. All except Norfolk are members of the Worcester Regional Education Center; Norfolk is a member of the Southeast Regional Education Center. Although distant in miles, these communities are quickly accessible to the central city area of Boston via the Massachusetts Turnpike.

ASHLAND The town of Ashland is bordered by Framingham, Southborough, Hopkinton and Holliston. It is approximately 22 miles from downtown Boston. In 1963 it took an automobile, during non-rush hour conditions, an average of 50 minutes to reach Boston from Ashland. Principal highways serving Ashland are State Routes #126 and #135 and Interstate Route #90. Mass transit from Ashland to Boston is provided by Wellesley Fells Bus Lines, Inc. Ashland is not presently served by the MBTA and service is not planned in the next ten years.

In 1970, Ashland, with a population of 8,882, was the fourth largest municipality in the grouped area. At that time, less than one percent of the town's population was non-white. During the 1973-74 school year, the public school enrollment was 2,366 pupils, of whom 1.3% were non-white, including persons of Spanish Surname. The school district is not a member of the Metropolitan Planning Project but belongs to 3 other voluntary educational collaboratives. There were no METCO students enrolled in the Ashland public schools during 1973-74.

According to the 1970 U.S. Census, the annual median family income in Ashland was \$12,148, the proportion of residents 25 years old and over who had completed high school was 73.7%, and the proportion of employed residents working in a professional or non-farm managerial capacity was 26.3%. Ashland's tax base, as measured by an equalized valuation formula, provides \$22,736 per school attending child. The proportion of the 1972 municipal tax dollar that was spent on the public schools was 61%; these funds constituted 56.7% of all public school revenues. Ashland's comprehensive per pupil expenditure for the 1972-73 school year was \$1,101.

As compared to its 7 neighbors, Ashland has the fifth largest percentage of non-white residents and the fourth largest public school enrollment. It also has a comparatively low median income, a mid-range percentage of persons 25 years old and over who have

completed high school, and a low percentage of employed residents working in a professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, Ashland ranks in the third quartile for median family income, the second quartile for percentage of persons who have completed high school, and the third quartile for percentage of residents employed in a professional or non-farm managerial capacity. Ashland also ranks in the second quartile for per pupil expenditure, the second quartile for percentage of municipal tax dollar spent on education, the fourth quartile for percentage of public school funds from local sources, and the fourth quartile for equalized valuation per school attending child.

DOVER The town of Dover is bordered by Medfield, Walpole, Sherborn, Natick, Wellesley, Needham and Westwood. It is 16 miles from downtown Boston. In 1963 it took an automobile, during non-rush hour conditions, an average of 43 minutes to reach Boston from Dover. Principal highways serving Dover are State Routes #128, #109, and #135. There is no mass transit from Dover to Boston. Dover is not presently served by the MBTA and service is not planned in the next ten years.

In 1970, Dover, with a population of 4,529, was the seventh largest municipality in the grouped area. At that time, less than one percent of the town's population was non-white. During the 1973-74 school year, the public school enrollment was 582 pupils, of whom 1.0% were non-white, including persons of Spanish Surname. The school district is not a member of the Metropolitan Planning Project but belongs to 2 other voluntary educational collaboratives. There were 8 METCO students enrolled in the Dover public schools during 1973-74.

According to the 1970 U.S. Census, the annual median family income in Dover was \$22,716, the proportion of residents 25 years old and over who had completed high school was 90.4%, and the proportion of employed residents working in a professional or non-farm managerial capacity was 51.6%. Dover's tax base, as measured by an equalized valuation formula, provides \$49,034 per school attending child. The proportion of the 1972 municipal tax dollar that was spent on the public schools was 61%; these funds constituted 81.9% of all public school revenues. Dover's comprehensive per pupil expenditure for the 1972-73 school year was \$1,465.

As compared to its 7 neighbors, Dover has the sixth largest percentage of non-white residents and the smallest public school enrollment. It also has a comparatively high median income, a

high percentage of persons 25 years old and over who have completed high school, and a high percentage of employed residents working in a professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, Dover ranks in the first quartile for median family income, the first quartile for percentage of persons who have completed high school, and the first quartile for percentage of residents employed in a professional or non-farm managerial capacity. Dover also ranks in the first quartile for per pupil expenditure, the second quartile for percentage of municipal tax dollar spent on education, the first quartile for percentage of public school funds from local sources, and the first quartile for equalized valuation per school attending child.

FRAMINGHAM The town of Framingham is bordered by Southborough, Marlboro, Sherborn, Ashland, Natick, Wayland and Sudbury. It is approximately 21 miles from downtown Boston. In 1963 it took an automobile, during non-rush hour conditions, an average of 48 minutes to reach Boston from Framingham. Principal highways serving Framingham are Interstate Route #90, the Massachusetts Turnpike, and State Route #9. Mass transit from Framingham to Boston is provided by indirect MBTA bus service, Amtrak's Penn-Central Railroad, Wellesley Fells Bus Line, Inc., Peter Pan Bus Lines, Inc., Continental Trailways, Inc., and the Gray Lines, Inc. Framingham is presently served by the MBTA.

In 1970, Framingham, with a population of 64,048, was the largest municipality in the grouped area. At that time, 1.7% of the town's population was non-white. During the 1973-74 school year, the public school enrollment was 12,306 pupils, of whom 25.9% were non-white, including persons of Spanish Surname. The school district is an applicant member of the Metropolitan Planning Project and belongs to 8 other voluntary educational collaboratives. There were 101 METCO students enrolled in the Framingham public schools during 1973-74.

According to the 1970 U.S. Census, the annual median family income in Framingham was \$13,090, the proportion of residents 25 years old and over who had completed high school was 73.1% and the proportion of employed residents working in a professional or non-farm managerial capacity was 35.0%. Framingham's tax base, as measured by an equalized valuation formula, provides \$31,506 per school attending child. The proportion of the 1972 municipal tax dollar that was spent on the public schools was 54.9%; these funds constituted 77.2% of all public school revenues. Framingham's comprehensive per pupil expenditure for the 1972-73 school year was \$1,003.

As compared to its 7 neighbors, Framingham has the second largest percentage of non-white residents and the largest public school enrollment. It also has a comparatively mid-range median income, a low percentage of persons 25 years old and over who have completed high school, and a mid-range percentage of employed residents working in a professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, Framingham ranks in the second quartile for median family income, the second quartile for percentage of persons who have completed high school, and the second quartile for percentage of residents employed in a professional or non-farm managerial capacity. Framingham also ranks in the third quartile for per pupil expenditure, the third quartile for percentage of municipal tax dollar spent on education, the second quartile for percentage of public school funds from local sources, and the second quartile for equalized valuation per school attending child.

MEDFIELD The town of Medfield is bordered by Millis, Sherborn, Dover, Walpole and Norfolk. It is approximately 20 miles from downtown Boston. In 1963 it took an automobile, during non-rush hour conditions, an average of 45 minutes to reach Boston from Medfield. Principal highways serving Medfield are State Routes #27 and #109. Mass transit from Medfield to Boston is provided by Brush Hill Transportation Co. Medfield is not presently served by the MBTA and service is not planned in the next ten years.

In 1970, Medfield, with a population of 9,821, was the third largest municipality in the grouped area. At that time, less than one percent of the town's population was non-white. During the 1973-74 school year, the public school enrollment was 2,875 pupils, of whom 0.4% were non-white, including persons of Spanish Surname. The school district is an approving member of the Metropolitan Planning Project and belongs to 3 other voluntary educational collaboratives. There were no METCO students enrolled in the Medfield public schools during 1973-74.

According to the 1970 U.S. Census, the annual median family income in Medfield was \$15,609, the proportion of residents 25 years old and over who had completed high school was 76.0%, and the proportion of employed residents working in a professional or non-farm managerial capacity was 46.5%. Medfield's tax base, as measured by an equalized valuation formula, provides \$21,682 per school attending child. The proportion of the 1972 municipal tax dollar that was spent on the public schools was 61.5%; these funds constituted 64.3% of all public school revenues. Medfield's comprehensive per pupil expenditure for the 1972-73 school year was \$1,013.

As compared to its 7 neighbors, Medfield has the lowest percentage of non-white residents and the third largest public school enrollment. It also has a comparatively high median income, a high percentage of persons 25 years old and over who have completed high school, and a high percentage of employed residents working in a professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, Medfield ranks in the highest quartile for median family income, the second quartile for percentage of persons who have completed high school, and the highest quartile for percentage of residents employed in a professional or non-farm managerial capacity. Medfield also ranks in the third quartile for per pupil expenditure, the first quartile for percentage of municipal tax dollar spent on education, the fourth quartile for percentage of public school funds from local sources, and the fourth quartile for equalized valuation per school attending child.

MILLIS The town of Millis is bordered by Medway, Holliston, Sherborn, Medfield and Norfolk. It is approximately 23 miles from downtown Boston. In 1963 it took an automobile, during non-rush hour conditions, an average of 50 minutes to reach Boston from Millis. Principal highways serving Millis are State Routes #109 and #115. Mass transit from Millis to Boston is provided by Brush Hill Transportation Co. Millis is not presently served by the MBTA and service is not planned in the next ten years.

In 1970, Millis, with a population of 5,686, was the fifth largest municipality in the grouped area. At that time, less than one percent of the town's population was non-white. During the 1973-74 school year, the public school enrollment was 1,750 pupils, of whom 0.3 percent were non-white, including persons of Spanish Surname. The school district is not a member of the Metropolitan Planning Project but belongs to 2 other voluntary educational collaboratives. There were no METCO students enrolled in the Millis public schools during 1973-74.

According to the 1970 U.S. Census, the annual median family income in Millis was \$12,580, the proportion of residents 25 years old and over who had completed high school was 73.4%, and the proportion of employed residents working in a professional or non-farm managerial capacity was 33.5%. Millis' tax base, as measured by an equalized valuation formula, provides \$26,244 per school attending child. The proportion of the 1972 municipal tax dollar that was spent on the public schools was 60.9%; these funds constituted 77.3% of all public school revenues. Millis' comprehensive per pupil expenditure for the 1972-73 school year was \$962.

As compared to its neighbors, Millis has the sixth largest percentage of non-white residents and the fifth largest public school enrollment. It also has a comparatively low median income, a mid-range percentage of persons 25 years old and over who have completed high school, and a mid-range percentage of employed residents working in a professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, Millis ranks in the third quartile for median family income, the second quartile for percentage of persons who have completed high school, and the second quartile for percentage of residents employed in a professional or non-farm managerial capacity. Millis also ranks in the fourth quartile for per pupil expenditure, the second quartile for percentage of municipal tax dollar spent on education, the second quartile for percentage of public school funds from local sources, and the third quartile for equalized valuation per school attending child.

NATICK The town of Natick is bordered by Framingham, Wayland, Weston, Wellesley, Dover and Sherborn. It is approximately 17 miles from downtown Boston. In 1963 it took an automobile, during non-rush hour conditions, an average of 41 minutes to reach Boston from Natick. Principal highways serving Natick are State Routes #9, #16, #27 and #135, Worcester Turnpike, Interstate Route #90 and the Massachusetts Turnpike. Mass transit from Natick to Boston includes Amtrak's Penn-Central Railroad, Wellesley Falls Bus Lines, Inc., Peter Pan Bus Lines, Inc., and Continental Trailways, Inc. Natick is not presently served by the MBTA.

In 1970, Natick, with a population of 31,057, was the second largest municipality in the grouped area. At that time, 1.4% of the town's population was non-white. During the 1973-74 school year, the public school enrollment was 8,142 pupils, of whom 2.1% were non-white, including persons of Spanish Surname. The school district is an approving member of the Metropolitan Planning Project and belongs to 3 other voluntary educational collaboratives. There were 42 METCO students enrolled in the Natick public schools during 1973-74.

According to the 1970 U.S. Census, the annual median family income in Natick was \$13,144, the proportion of residents 25 years old and over who had completed high school was 72.7%, and the proportion of employed residents working in a professional or non-farm managerial capacity was 32.6%. Natick's tax base, as measured by an equalized valuation formula, provides \$31,326 per school attending child. The proportion of the 1972 municipal tax dollar that was spent on the public schools was 57.5%; these funds constituted 75.0% of all public school revenues. Natick's comprehensive per pupil expenditure for the 1972-73 school year was \$951.

As compared to its 7 neighbors, Natick has the third largest percentage of non-white residents and the second largest public school enrollment. It also has a comparatively mid-range median income, a low percentage of persons 25 years old and over who have completed high school, and a low percentage of employed residents working in a professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, Natick ranks in the second quartile for median family income, the third quartile for percentage of persons who have completed high school, and the second quartile for percentage of residents employed in a professional or non-farm managerial capacity. Natick also ranks in the fourth quartile for per pupil expenditure, the second quartile for percentage of municipal tax dollar spent on education, the second quartile for percentage of public school funds from local sources, and the second quartile for equalized valuation per school attending child.

NORFOLK The town of Norfolk is bordered by Millis, Medfield, Walpole, Foxborough, Wrentham, Franklin and Medway. It is approximately 20 miles from downtown Boston. In 1963 it took an automobile, during non-rush hour conditions, an average of 54 minutes to reach Boston from Norfolk. Principal highways serving Norfolk are State Routes #1A and #115. Mass transit from Norfolk to Boston is provided by Amtrak's Penn-Central Railroad. Norfolk is not presently served by the MBTA and service is not planned in the next ten years.

In 1970, Norfolk, with a population of 4,656, was the sixth largest municipality in the grouped area. At that time 5.1% of the town's population was non-white. During the 1973-74 school year, the public school enrollment was 790 pupils, of whom none were non-white including persons of Spanish Surname. The school district is an approving member of the Metropolitan Planning Project and belongs to 2 other voluntary educational collaboratives. There were no METCO students enrolled in the Norfolk public schools during 1973-74.

According to the 1970 U.S. Census, the annual median family income in Norfolk was \$12,015, the proportion of residents 25 years old or over who had completed high school was 62.4%, and the proportion of employed residents working in a professional or non-farm managerial capacity was 27.2%. Norfolk's tax base, as measured by an equalized valuation formula, provides \$21,638 per school attending child. The proportion of the 1972 municipal tax dollar that was spent on the public schools was 61.7%; these funds constituted 70.4% of all public school revenues. Norfolk's comprehensive per pupil expenditure for the 1972-73 school year was \$1,162.

As compared to its 7 neighbors, Norfolk has the largest percentage of non-white residents and the sixth largest public school enrollment. It also has a comparatively low median income, a low percentage of persons 25 years old and over who have completed high school, and a low percentage of employed residents working in a professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, Norfolk ranks in the third quartile for median family income, the fourth quartile for percentage of persons who have completed high school, and the third quartile for percentage of residents employed in a professional or non-farm managerial capacity. Norfolk also ranks in the second quartile for per pupil expenditure the first quartile for percentage of municipal tax dollar spent on education, the third quartile for percentage of public school funds from local sources, and the fourth quartile for equalized valuation per school attending child.

SHERBORN The town of Sherborn is bordered by Framingham, Natick, Millis, Dover, Medfield, Ashland and Holliston. It is approximately 18 miles from downtown Boston. In 1963 it took an automobile, during non-rush hour conditions, an average of 49 minutes to reach Boston from Sherborn. Principal highways serving Sherborn are Routes #16 and #27. There is no mass transit from Sherborn to Boston. Sherborn is not presently served by the MBTA and service is not planned in the next ten years.

In 1970, Sherborn, with a population of 3,309, was the smallest municipality in the grouped area. At that time, 1.1% of the town's population was non-white. During the 1973-74 school year, the public school enrollment was 634 pupils, of whom 0.5% were non-white, including persons of Spanish Surname. The school district is not a member of the Metropolitan Planning Project but belongs to 1 other voluntary educational collaborative. There were no METCO students enrolled in the Sherborn public schools during 1973-74.

According to the 1970 U.S. Census, the annual median family income in Sherborn was \$17,833, the proportion of residents 25 years old and over who had completed high school was 87.7%, and the proportion of employed residents working in a professional or non-farm managerial capacity was 49.2%. Sherborn's tax base, as measured by an equalized valuation formula, provides \$34,755 per school attending child. The proportion of the 1972 municipal tax dollar that was spent on the public schools was 72.7%; these funds constituted 87.0% of all public school revenues. Sherborn's comprehensive per pupil expenditure for the 1972-73 school year was \$1,414.

As compared to its 7 neighbors, Sherborn has the fourth highest percentage of non-white residents and the seventh highest enrollment. It also has a comparatively high median income, a high percentage of persons 25 years old and over who have completed high school, and a high percentage of employed residents working in a professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, Sherborn ranks in the first quartile for median family income, the first quartile for percentage of persons who have completed high school, and the first quartile for percentage of residents employed in a professional or non-farm managerial capacity. Sherborn also ranks in the first quartile for per pupil expenditure the first quartile for percentage of municipal tax dollar spent on education, the first quartile for percentage of public school funds from local sources, and the second quartile for equalized valuation per school attending child.

COMMUNITY ANALYSES: GROUP II

The second group of communities includes: Cohasset, Duxbury, Hanover, Hingham, Hull, Marshfield, Norwell, Pembroke, Rockland, and Scituate. These 10 communities form the south and southeastern borders of the Boston metropolitan areas. All of these communities are members of the Southeast Regional Education Center, except Cohasset which belongs to the Greater Boston Regional Educational Center. This area has grown quickly in the past 15 years and has developed along the access road of of State Route #3.

COHASSET The town of Cohasset is bordered by Hingham, Hull, Scituate, and the Atlantic Ocean. It is approximately 20 miles from downtown Boston. In 1963 it took an automobile, during non-rush hour conditions, an average of 48 minutes to reach Boston from Cohasset. Principal highways serving Cohasset are State Routes #3A and #228. Mass transit from Cohasset to Boston is provided by the Plymouth and Brockton Street Railway Co. Cohasset is not presently served by the MBTA; service is not planned in the next ten years.

In 1970, Cohasset, with a population of 6,954, was the tenth largest municipality in the grouped area. At that time, less than one percent of the town's population was non-white. During the 1973-74 school year, the public school enrollment was 1,950 pupils, of whom 1.7% were non-white, including persons of Spanish Surname. The school district is an applicant member of the Metropolitan Planning Project and belongs to 5 other voluntary educational collaboratives. There were 41 METCO students enrolled in the Cohasset public schools during 1973-74.

According to the 1970 U.S. Census, the annual median family income in Cohasset was \$14,958, the proportion of residents 25 years old and over who had completed high school was 83.5%, and the proportion of employed residents working in a professional or non-farm managerial capacity was 43.3%. Cohasset's tax base, as measured by an equalized valuation formula, provides \$44,832 per school attending child. The proportion of the 1972 municipal tax dollar that was spent on the public schools is not known: it is known that these funds constituted 79.8% of all public school revenues. Cohasset's comprehensive per pupil expenditure for the 1972-73 school year was \$1,137.

As compared to its neighbors, Cohasset has the lowest percentage of non-white residents and the lowest public school enrollment. It also has a comparatively high median income, a high percentage of persons 25 years old and over who have completed high school, and a high percentage of employed residents working in a professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, Cohasset ranks in the first quartile for median family income, the first quartile for percentage of persons who have completed high school and the second quartile for percentage of residents employed in a professional or non-farm managerial capacity. Cohasset also ranks in the second quartile for per pupil expenditure, the second quartile for percentage of public school funds from local sources, and the first quartile for equalized valuation per school attending child.

DUXBURY The town of Duxbury is bordered by Pembroke, Marshfield, Kingston, and the Atlantic Ocean. It is approximately 33 miles from downtown Boston. In 1963 it took an automobile, during non-rush hour conditions, an average of 53 minutes to reach Boston from Duxbury. Principal highways serving Duxbury are State Routes #3, #3A, #53, #14, and #139. Mass transit from Duxbury to Boston is provided by the Plymouth and Brockton Street Railway Co. Duxbury is not presently served by the MBTA and service is not planned in the next ten years.

In 1970, Duxbury, with a population of 7,636, was the ninth largest municipality in the grouped area. At that time, 1.4% of the town's population was non-white. During the 1973-74 school year, the public school enrollment was 3,001 pupils, of whom 2.4% were non-white, including persons of Spanish Surname. The school district is not a member of the Metropolitan Planning Project and belongs to 2 other voluntary educational collaboratives. There were no METCO students enrolled in the Duxbury public school during 1973-74.

According to the 1970 U.S. Census, the annual median family income in Duxbury was \$13,523, the proportion of residents 25 years old and over who had completed high school was 83.0%, and the proportion of employed residents working in a professional or non-farm managerial capacity was 42.0% Duxbury's tax base, as measured by an equalized valuation formula, provides \$33,587 per school attending child. The proportion of the 1972 municipal tax dollar that was spent on the public schools is not known; it is known that these funds constituted 80.6% of all public school revenues. Duxbury's comprehensive per pupil expenditure for the 1972-73 school year was \$1,072.

As compared to its neighbors, Duxbury has the second largest percentage of non-white residents and the sixth largest public school enrollment. It also has a comparatively mid-range median income, a high percentage of persons 25 years old and over who have completed high school, and a high percentage of employed residents working in a professional or non-farm managerial capacity.

In comparison to all cities and towns in the Boston SMSA, Duxbury ranks in the second quartile for median family income, the first quartile for percentage of persons who have completed high school, and the second quartile for percentage of residents employed in a professional or non-farm managerial capacity. Duxbury also ranks in the third quartile for per pupil expenditure, the first quartile for percentage of public school funds from local sources, and the second quartile for equalized valuation per school attending child.

HANOVER The town of Hanover is bordered by Norwell, Pembroke, Hanson, and Rockland. It is approximately 26 miles from downtown Boston. In 1963 it took an automobile during non-rush hour conditions, an average of 44 minutes to reach Boston from Hanover. Principal highways serving Hanover are State Routes #3, #53, and #139. Mass transit from Hanover to Boston is provided by the Plymouth and Brockton Street Railway Co. Hanover is not presently served by the MBTA and service is not planned in the next ten years.

In 1970, Hanover, with a population of 10,107, was the sixth largest municipality in the grouped area. At that time, less than one percent of the town's population was non-white. During the 1973-74 school year, the public school enrollment was 3,375 pupils, of whom 1.2% were non-white, including persons of Spanish Surname. The school district is an approving member of the Metropolitan Planning Project and belongs to 4 other voluntary educational collaboratives. There were no METCO students enrolled in the Hanover public schools during 1973-74.

According to the 1970 U.S. Census, the annual median family income in Hanover was \$13,071, the proportion of residents 25 years old and over who had completed high school was 77.9%, and the proportion of employed residents working in professional or non-farm managerial capacity was 31.3%. Hanover's tax base, as measured by an equalized valuation formula, provides \$19,400 per school attending child. The proportion of the 1972 municipal tax dollar that was spent on the public schools was 62.9%; these funds constituted 57.0% of all public school revenues. Hanover's comprehensive per pupil expenditure for the 1972-73 school year was \$1,083.

As compared to its neighbors, Hanover has the fifth largest percentage of non-white residents and the fifth largest public school enrollment. It also has a comparatively mid-range median income, a mid-range percentage of persons 25 years old and over who have completed high school, and a mid-range percentage of employed residents working in a professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, Hanover ranks in the second quartile for median family income, the second quartile for percentage of persons who have completed high school, and the third quartile for percentage of residents employed in

a professional or non-farm managerial capacity. Hanover also ranks in the **second** quartile for per pupil expenditure, the first quartile for percentage of municipal tax dollar spent on education, the fourth quartile for percentage of public school funds from local sources, and the fourth quartile for equalized valuation per school attending child.

HINGHAM The town of Hingham is bordered by Hull, Cohasset, Scituate, Norwell, Rockland, Weymouth, and the Atlantic Ocean. It is approximately 15 miles from downtown Boston. In 1963 it took an automobile, during non-rush hour conditions, an average of 44 minutes to reach Boston from Hingham. The principal highways serving Hingham are State Routes #3, #228, and #3A. Mass transit from Hingham to Boston is provided indirect MBTA bus service and the Plymouth and Brockton Street Railway Co.

In 1970, Hingham, with a population of 18,845, was the largest municipality in the grouped area. At that time, less than one percent of the town's population was non-white. During the 1973-74 school year, the public school enrollment was 5,441 pupils, of whom 1.5% were non-white, including persons of Spanish Surname. The school district is an applicant member of the Metropolitan Planning Project and belongs to 5 other voluntary educational collaboratives. There were 33 METCO students enrolled in the Hingham public schools during 1973-74.

According to the 1970 U.S. Census, the annual median family income in Hingham was \$14,202, the proportion of residents 25 years old or over who had completed high school was 82.1% and the proportion of employed residents working in a professional or non-farm managerial capacity was 39.9%. Hingham's tax base, as measured by an equalized valuation formula, provides \$27,425 per school attending child. The proportion of the 1972 municipal tax dollar that was spent on the public schools was 50.8%; these funds constituted 70.9% of all public school revenues. Hingham's comprehensive per pupil expenditure for the 1972-73 school year was \$1,088.

As compared to its neighbors, Hingham has the eighth largest percentage of non-white residents and the second largest public school enrollment. It also has a comparatively high median income, a mid-range percentage of persons 25 years old and over who have completed high school, and a high percentage of employed residents working in a professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, Hingham ranks in the second quartile for median family income, the first quartile for percentage of persons who have completed high school, and the second quartile for percentage of residents employed in a professional or non-farm managerial capacity. Hingham also ranks

in the second quartile for per pupil expenditure, the third quartile for percentage of municipal tax dollar spent of education, the third quartile for percentage of public school funds from local sources, and the third quartile for equalized valuation per school attending child.

HULL The town of Hull is bordered by Hingham, Cohasset, Hingham Bay and Massachusetts Bay. It is approximately 20 miles from downtown Boston. In 1963 it took an automobile, during non-rush hour conditions an average of 50 minutes to reach Boston from Hull. The principal highway serving Hull is State Route #228. Mass transit from Hull to Boston is provided by the Mass Bay Lines, Inc. (a commuter boat). Hull is presently served by the MBTA.

In 1970, Hull, with a population of 9,961, was the seventh largest municipality in the grouped area. At that time, less than one percent of the town's population was non-white. During the 1973-74 school year, the public school enrollment was 3,001 pupils, of whom 0.5% were non-white, including persons of Spanish Surname. The school district is not a member of the Metropolitan Planning Project but belongs to 4 other voluntary educational collaboratives. There were no METCO students in Hull public schools during 1973-74.

According to the 1970 U.S. Census, the annual median family income in Hull was \$10,677, the proportion of residents 25 years old and over who had completed high school was 66.8%, and the proportion of employed residents working in a professional or non-farm managerial capacity was 26.9%. Hull's tax base, as measured by an equalized valuation formula, provides \$17,339 per school attending child. The proportion of the 1972 municipal tax dollar that was spent on the public schools was 45.5%; these funds constituted 57.5% of all public school revenues. Hull's comprehensive per pupil expenditure for the 1972-73 school year was \$1,115.

As compared to its neighbors, Hull has the ninth largest percentage of non-white residents and the sixth largest public school enrollment. It also has a comparatively low median income, a low percentage of persons 25 years old and over who have completed high school, and a low percentage of employed residents working in a professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, Hull ranks in the fourth quartile for median family income, the third quartile for percentage of persons who have completed high school, and the third quartile for percentage of residents employed in a professional or non-farm managerial capacity. Hull also ranks in the second quartile for per pupil expenditure, the fourth quartile for percentage of municipal tax dollar spent on education, the fourth quartile for percentage of public school funds from local sources, and the fourth quartile for equalized valuation per school attending child.

MARSHFIELD The town of Marshfield is bordered by Duxbury, Pembroke, Norwell, Scituate, and the Atlantic Ocean. It is approximately 32 miles from downtown Boston. In 1963 it took an automobile, during non-rush hour conditions, an average of 49 minutes to reach Boston from Marshfield. Principal highways serving Marshfield are State Routes #3A and #139. Mass transit from Marshfield to Boston is provided by the Plymouth and Brockton Street Railway Co. Marshfield is not presently served by the MBTA and service is not planned in the next ten years.

In 1970, Marshfield, with a population of 15,223, was the fourth largest municipality in the grouped area. At that time, 1.3% of the town's population was non-white. During the 1973-74 school year, the public school enrollment was 5,629 pupils, of whom 1.2% were non-white, including persons of Spanish Surname. The school district is an applicant member of the Metropolitan Planning Project and belongs to 4 other voluntary educational collaboratives. There were no METCO students enrolled in the Marshfield public schools during 1973-74.

According to the 1970 U.S. Census, the annual median family income in Marshfield was \$11,742, the proportion of residents 25 years old and over who had completed high school was 75.3%, and the proportion of employed residents working in a professional or non-farm managerial capacity was 31.5%. Marshfield's tax base, as measured by an equalized valuation formula, provides \$19,977 per school attending child. The proportion of the 1972 municipal tax dollar that was spent on the public schools was 58.0%; these funds constituted 59.7% of all public school revenues. Marshfield's comprehensive per pupil expenditure for the 1972-73 school year was \$978.

As compared to its nine neighbors, Marshfield has the third largest percentage of non-white residents and the largest public school enrollment. It also has a comparatively mid-range median income, a mid-range percentage of persons 25 years old and over who have completed high school, and a mid-range percentage of employed residents working in a professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, Marshfield ranks in the third quartile for median family income, the second quartile for percentage of persons who have completed high school, and the third quartile for percentage of residents employed in a professional or non-farm managerial capacity. Marshfield also ranks in the fourth quartile for per pupil expenditure, the second quartile for percentage of municipal tax dollars spent on education, the fourth quartile for percentage of public school funds from local sources, and the fourth quartile for equalized valuation per school attending child.

NORWELL The town of Norwell is bordered by Hanover, Marshfield, Scituate, Hingham, Pembroke, and Rockland. It is approximately 20 mile from downtown Boston. In 1963 it took an automobile, during non-rush hour conditions, an average of 40 minutes to reach Boston from Norwell. Principal highways serving Norwell are State Routes #3 and #123. Mass transit from Norwell to Boston is provided by the Plymouth and Brockton Street Railway Co. Norwell is not presently served by the MBTA and service is not planned in the next ten years.

In 1970, Norwell, with a population of 7,796, was the eighth largest municipality in the grouped area. At that time, less than one percent of the town's population was non-white. During the 1973-74 school year, the public school enrollment was 2,649 pupils, of whom 0.6% were non-white, including persons of Spanish Surname. The school district is an approving member of the Metropolitan Planning Project and belongs to 4 other voluntary educational collaboratives. There were no METCO students enrolled in the Norwell public schools during 1973-74.

According to the 1970 U.S. Census, the annual median income in Norwell was \$13,866, the proportion of residents 25 years old and over who had completed high school was 81.2%, and the proportion of employed residents working in a professional or non-farm managerial capacity was 38.3%. Norwell's tax base, as measured by an equalized valuation formula, provides \$23,415 per school attending child. The proportion of the 1972 municipal tax dollar that was spent on the public schools was 66.7%; these funds constituted 59.5% of all public school revenues. Norwell's comprehensive per pupil expenditure for the 1972-73 school year was \$994.

As compared to its neighbors, Norwell has the fifth largest percentage of non-white residents and the eighth largest public school enrollment. It also has a comparatively high median income, a mid-range percentage of persons 25 years old and over who have completed high school, and mid-range percentage of employed residents working in a professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, Norwell ranks in the second quartile for median family income, the second quartile for percentage of persons who have completed high school, and the second quartile for percentage of residents employed in a professional or non-farm managerial capacity. Norwell also ranks in the fourth quartile for per pupil expenditure, the first quartile for percentage of municipal tax dollar spent on education, the fourth quartile for percentage of public school funds from local sources, and the third quartile for equalized valuation per school attending child.

PEMBROKE The town of Pembroke is bordered by Hanover, Norwell, Marshfield, Duxbury, Kingston, Plymouth, Halifax, and Hanson. It is approximately 28 miles from downtown Boston. In 1963 it took an automobile, during non-rush hour conditions, an average of 51 minutes to reach Boston from Pembroke. Principal highways serving Pembroke are State Routes #3, #27, #139, and #36. Mass transit from Pembroke to Boston is provided by the Plymouth and Brockton Street Railway Co. Pembroke is not presently served by the MBTA and service is not planned in the next ten years.

In 1970, Pembroke, with a population of 11,193, was the fifth largest municipality in the grouped area. At that time, one percent of the town's population was non-white. During the 1973-74 school year, the public school enrollment was 2,244 pupils, of whom 0.5% were non-white, including persons of Spanish Surname. The school district is an approving member of the Metropolitan Planning Project and belongs to 2 other voluntary educational collaboratives. There were no METCO students enrolled in the Pembroke public schools during 1973-74.

According to the 1970 U.S. Census, the annual median family income in Pembroke was \$10,998, the proportion of residents 25 years old and over who had completed high school was 67.3%, and the proportion of employed residents working in a professional or non-farm managerial capacity was 25.3%. Pembroke's tax base, as measured by an equalized valuation formula, provides \$16,219 per school attending child. The proportion of the 1972 municipal tax dollar that was spent on the public schools is not known; it is known that these funds constituted 55.7% of all public school revenues. Pembroke's comprehensive per pupil expenditure for the 1972-73 school year was \$922.

As compared to its nine neighbors, Pembroke has the fourth largest percentage of non-white residents and the ninth largest public school enrollment. It also had a comparatively low median income, a low percentage of persons 25 years old and over who have completed high school, and a low percentage of employed residents working in a professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, Pembroke ranks in the fourth quartile for median family income, the third quartile for percentages of persons who have completed high school, and the fourth quartile for percentage of residents employed in a professional or non-farm managerial capacity. Pembroke also ranks in the fourth quartile for per pupil expenditure, the fourth quartile for percentage of public school funds from local sources, and the fourth quartile for equalized valuation per school attending child.

ROCKLAND The town of Rockland is bordered by Weymouth, Hingham, Norwell, Hanover, Hanson, Whitman, and Abington. It is approximately 20 miles from downtown Boston. In 1963 it took an automobile, during non-rush hour conditions, an average of 41 minutes to reach Boston from Rockland. Principal highways serving Rockland are State Routes #126 and #139. Mass transit from Rockland to Boston is provided by the Plymouth and Brockton Street Railway Co., the Hudson Bus Lines, and the Canton and Blue Hills Bus Lines, Inc. Rockland is not presently served by the MBTA and service is not planned in the next ten years.

In 1970, Rockland, with a population of 15,674, was the third largest municipality in the grouped area. At that time, 1.7% of the town's population was non-white. During the 1973-74 school year, the public school enrollment was 4,019 pupils, of whom 2.0% were non-white, including persons of Spanish Surname. The school district is not a member of the Metropolitan Planning Project but belongs to 1 other voluntary educational collaborative. There were no METCO students enrolled in the Rockland public schools during 1973-74.

According to the 1970 U.S. Census, the annual median family income in Rockland was \$10,746, the population of residents 25 years old and over who had completed high school was 60.6%, and the proportion of employed residents working in a professional or non-farm managerial capacity was 18.4%. Rockland's tax base, as measured by an equalized valuation formula, provides \$14,655 per school attending child. The proportion of the 1972 municipal tax dollar that was spent on the public schools is not known; it is known that these funds constituted 58.9% of all school revenues. Rockland's comprehensive per pupil expenditure for the 1972-73 school year was \$1,019.

As compared to its nine neighbors, Rockland has the largest percentage of non-white residents and the fourth largest public school enrollment. It also has a comparatively low median income, a low percentage of persons 25 years old and over who have completed high school, and a low percentage of employed residents working in a professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, Rockland ranks in the fourth quartile for median family income, the fourth quartile for percentage of persons who have completed high school, and the fourth quartile for percentage of residents employed in a professional or non-farm managerial capacity. Rockland also ranks in the third quartile for per pupil expenditure, the fourth quartile for percentage of public school funds from local sources, and the fourth quartile for equalized valuation per school attending child.

SCITUATE The town of Scituate is bordered by Marshfield, Norwell, Hingham, Cohasset, and the Atlantic Ocean. It is approximately 25 miles from downtown Boston. In 1963 it took an automobile, during non-rush hour conditions, an average of 56 minutes to reach Boston from Scituate. Principal highways serving Scituate are State Routes #3A and #123. Mass transit from Scituate to Boston is provided by the Plymouth and Brockton Street Railway Co. Scituate is not presently served by the MBTA and service is not planned in the next ten years.

In 1970, Scituate, with a population of 16,973, was the second largest municipality in the grouped area. At that time, less than 1% of the town's population was non-white. During the 1973-74 school year, the public school enrollment was 5,372 pupils, of whom 0.6% were non-white, including persons of Spanish Surname. The school district is an approving member of the Metropolitan Planning Project and belongs to 5 other voluntary educational collaboratives. There were 19 METCO students enrolled in the Scituate public schools during 1973-74.

According to the 1970 U.S. Census, the annual median family income in Scituate was \$13,401, the proportion of residents 25 years old and over who had completed high school was 83.0%, and the proportion of employed residents working in a professional or non-farm managerial capacity was 38.5%. Scituate's tax base, as measured by an equalized valuation formula, provides \$21,611 per school attending child. The proportion of the 1972 municipal tax dollar that was spent on the public schools was 46.3%; these funds constituted 67.8% of all public school revenues. Scituate's comprehensive per pupil expenditure for the 1972-73 school year was \$977.

As compared to its nine neighbors, Scituate has the fifth largest percentage of non-white residents and the third largest public school enrollment. It also has a comparatively mid-range median income, a high percentage of persons 25 years old and over who have completed high school, and a mid-range percentage of employed residents working in a professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, Scituate ranks in the second quartile for median family income, the first quartile for percentage of persons who have completed high school, and the second quartile for percentage of residents employed in a professional or non-farm managerial capacity. Scituate also ranks in the fourth quartile for per pupil expenditure, the third quartile for percentage of municipal tax dollar spent on education, the third quartile for percentage of public school funds from local sources, and the fourth quartile for equalized valuation per school attending child.

COMMUNITY ANALYSES: GROUP III

The third group of communities includes: Braintree, Canton, Dedham, Holbrook, Milton, Needham, Norwood, Quincy, Randolph, Sharon, Walpole, Westwood, and Weymouth. These 13 communities encompass an area which is the southwest corridor of the Boston metropolitan area, from the borders of the city of Boston to the outer borders of the SMSA. All of these communities are members of the Greater Boston Regional Education Center.

BRAINTREE The city of Braintree is bordered by Randolph, Quincy, Weymouth, and Holbrook. It is approximately 10 miles from downtown Boston. In 1963 it took an automobile, during non-rush hour conditions, an average of 30 minutes to reach Boston from Braintree. Principal highways serving Braintree are State Routes #128, #3, #37, and #53. Mass transit from Braintree to Boston is provided by the Hudson Bus Lines. Braintree is presently served by the MBTA with indirect bus service to Boston; an extension of the Red Line is planned in the next ten years.

In 1970, Braintree, with a population of 35,050, was the third largest municipality in the grouped area. At that time, 0.4% of the city's population was non-white. During the 1973-74 school year, the public school enrollment was 9,068 pupils, of whom 0.9% were non-white, including persons of Spanish Surname. The school district is not a member of the Metropolitan Planning Project but belongs to 4 other voluntary educational collaboratives. There were 40 METCO students enrolled in the Braintree public schools during 1973-74.

According to the 1970 U.S. Census, the annual median family income in Braintree was \$13,030, the proportion of residents 25 years old and over who had completed high school was 73%, and the proportion of employed residents working in a professional or non-farm managerial capacity was 27.9%. Braintree's tax base, as measured by an equalized valuation formula, provides \$26,645 per school attending child. The proportion of the 1972 municipal tax dollar that was spent on the public schools was 54.2%; these funds constituted 70.6% of all public school revenues. Braintree's comprehensive per pupil expenditure for the 1972-73 school year was \$1,063.

As compared to its 12 neighbors, Braintree has the fourth lowest percentage of non-white residents and the third largest public school enrollment. It also has a comparatively mid-range median income, a mid-range percentage of persons 25 years old and over who have completed high school, and a mid-range percentage of employed residents working in a professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, Braintree ranks in the second quartile for median family income, the third quartile for percentage of persons who have completed high school, and the third quartile for percentage of residents employed in a professional or non-farm managerial capacity. Braintree also ranks in the third quartile for per pupil expenditure, the third quartile for percentage of municipal tax dollar spent on education, the third quartile for percentage of public school funds from local sources, and the third quartile for equalized valuation per school attending child.

CANTON The town of Canton is bordered by Sharon, Stoughton, Randolph, Milton, Dedham, Westwood, Norwood, and Boston. It is approximately 17 miles from downtown Boston. In 1963 it took an automobile, during non-rush hour conditions, an average of 33 minutes to reach Boston from Canton. Principal highways serving Canton are Interstate #95 and State Routes #128 and #138. Mass transit from Canton to Boston is provided by the Penn Central and the Canton & Blue Hills Bus Lines Inc. Canton is not presently served by the MBTA; service is not planned in the next ten years.

In 1970, Canton, with a population of 17,100, was the tenth largest municipality in the grouped area. At that time, 0.6% of the town's population was non-white. During the 1973-74 school year, the public school enrollment was 4,499 pupils, of whom 0.9% were non-white, including persons of Spanish Surname. The school district is not a member of the Metropolitan Planning Project but belongs to 3 other voluntary educational collaboratives. There were no METCO students enrolled in the Canton public schools during 1973-74.

According to the 1970 U.S. Census, the annual median family income in Canton was \$13,753, the proportion of residents 25 years old and over who had completed high school was 74.9%, and the proportion of employed residents working in a professional or non-farm managerial capacity was 32.6%. Canton's tax base, as measured by an equalized valuation formula, provides \$33,737 per school attending child. The proportion of the 1972 municipal tax dollar that was spent on the public schools was 58.8%; these funds constituted 75.6% of all public school revenues. Canton's comprehensive per pupil expenditure for the 1972-73 school year was \$1,056.

As compared to its 12 neighbors, Canton has the fifth largest percentage of non-white residents and the ninth largest public school enrollment. It also has a mid-range median income, a mid-range percentage of persons 25 years old and over who have completed high school, and a mid-range percentage of employed residents working in a professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, Canton ranks in the second quartile for median family income, the second quartile for percentage of persons who have completed high school, and the second quartile for percentage of residents employed in a professional or non-farm managerial capacity. Canton also ranks in the third quartile for per pupil expenditure, the second quartile for percentage of municipal tax dollar spent on education, the second quartile for percentage of public school funds from local sources, and the second quartile for equalized valuation per school attending child.

DEDHAM The town of Dedham is bordered by Needham, Boston, Milton, Canton, Westwood and Dover. It is approximately 10 miles from downtown Boston. In 1963 it took an automobile, during non-rush hour conditions, an average of 29 minutes to reach Boston from Dedham. Principal highways serving Dedham are U.S. Route #1 and State Routes #128, #109, #135, and #1A. Mass transit from Dedham to Boston is provided by MBTA limited express bus service and private buses.

In 1970, Dedham, with a population of 26,938, was the eighth largest municipality in the grouped area. At that time, 0.3% of the town's population was non-white. During the 1973-74 school year, the public school enrollment was 6,194 pupils, of whom 0.5% were non-white, including persons of Spanish Surname. The school district is not a member of the Metropolitan Planning Project but belongs to 5 other voluntary educational collaboratives. There were no METCO students enrolled in the Dedham public schools during 1973-74.

According to the 1970 U.S. Census, the annual median family income in Dedham was \$12,324, the proportion of residents 25 years old and over who had completed high school was 68.7%, and the proportion of employed residents working in a professional or non-farm managerial capacity was 26.4%. Dedham's tax base, as measured by an equalized valuation formula, provides \$36,276 per school attending child. The proportion of the 1972 municipal tax dollar that was spent on the public schools was 53.8%; these funds constituted 85.8% of all public school revenues. Dedham's comprehensive per pupil expenditure for the 1972-73 school year was \$836.

As compared to its 12 neighbors, Dedham has the twelfth largest percentage of non-white residents and the seventh largest public school enrollment. It also has a comparatively mid-range median income, a low percentage of persons 25 years old and over who have completed high school, and a low percentage of employed residents working in a professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, Dedham ranks in the third quartile for median family income, the third quartile for percentage of persons who have completed high school, and the third quartile for percentage of residents employed in a professional or non-farm managerial capacity. Dedham also ranks in the lowest quartile for per pupil expenditure, the third quartile for percentage of municipal tax dollar spent on education, the first quartile for percentage of public school funds from local sources, and the first quartile for equalized valuation per school attending child.

HOLBROOK The town of Holbrook is bordered by Braintree, Weymouth, Abington, Brockton, Avon, and Randolph. It is approximately 16 miles from downtown Boston. In 1963 it took an automobile, during non-rush hour conditions, an average of 39 minutes to reach Boston from Holbrook. Principal highways serving Holbrook are State Routes #37 and #139. Mass transit from Holbrook to Boston is provided by MBTA indirect bus service.

In 1970, Holbrook, with a population of 11,775, was the smallest municipality in the grouped area. At that time, 2.4% of the town's population was non-white. During the 1973-74 school year, the public school enrollment was 2,884 pupils, of whom 2.4% were non-white, including persons of Spanish Surname. The school district is not a member of the Metropolitan Planning Project but belongs to 2 other voluntary educational collaboratives. There were no METCO students enrolled in the Holbrook public schools during 1973-74.

According to the 1970 U.S. Census, the annual median family income in Holbrook was \$11,230, the proportion of residents 25 years old and over who had completed high school was 64.8%, and the proportion of employed residents working in a professional or non-farm managerial capacity was 23.2%. Holbrook's tax base, as measured by an equalized valuation formula, provides \$18,434 per school attending child. The proportion of the 1972 municipal tax dollar that was spent on the public schools was 55.1%; these funds constituted 62.3% of all public school revenues. Holbrook's comprehensive per pupil expenditure for the 1972-73 school year was \$1,116.

As compared to its 12 neighbors, Holbrook has the largest percentage of non-white residents and the lowest public school enrollment. It also has a comparatively low median income, a low percentage of persons 25 years old and over who have completed high school, and a low percentage of employed residents working in a professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, Holbrook ranks in the fourth quartile for median family income, the fourth quartile for percentage of persons who have completed high school, and the fourth quartile for percentage of residents employed in a professional or non-farm managerial capacity. Holbrook also ranks in the second quartile for per pupil expenditure the third quartile for percentage of municipal tax dollar spent on education, the fourth quartile for percentage of public school funds from local sources, and the fourth quartile for equalized valuation per school attending child.

MILTON The town of Milton is bordered by Randolph, Canton, Boston and Quincy. It is approximately 7 miles from downtown Boston. In 1963 it took an automobile, during non-rush hour conditions, an average of 27 minutes to reach Boston from Milton. Principal highways serving Milton are State Routes #3, #128, #28, #138, and #24 and Fall River Expressway. Mass transit from Milton to Boston is provided by the Brush Hill Transportation Company. Milton is presently served by the MBTA with indirect bus service to Boston.

In 1970, Milton, with a population of 27,190, was the sixth largest municipality in the grouped area. At that time, 0.3% of the town's population was non-white. During the 1973-74 school year, the public school enrollment was 4,440 pupils, of whom 1.3% were non-white, including persons of Spanish Surname. The school district is not a member of the Metropolitan Planning Project but belongs to 2 other voluntary educational collaboratives. There were 11 METCO students enrolled in the Milton public schools during 1973-74.

According to the 1970 U.S. Census, the annual median family income in Milton was \$14,728, the proportion of residents 25 years old and over who had completed high school was 78.5%, and the proportion of employed residents working in a professional or non-farm managerial capacity was 38%. Milton's tax base, as measured by an equalized valuation formula, provides \$44,129 per school attending child. The proportion of the 1972 municipal tax dollar that was spent on the public schools was 44.8%; these funds constituted 84.4% of all public school revenues. Milton's comprehensive per pupil expenditure for the 1972-73 school year was \$1,282.

As compared to its 12 neighbors, Milton has the twelfth largest percentage of non-white residents and the tenth largest public school enrollment. It also has a comparatively high median income, a high percentage of persons 25 years old and over who have completed high school, and a high percentage of employed residents working in a professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, Milton ranks in the first quartile for median family income, the second quartile for percentage of persons who have completed high school, and the second quartile for percentage of residents employed in a professional or non-farm managerial capacity. Milton also ranks in the first quartile for per pupil expenditure, the fourth quartile for percentage of municipal tax dollar spent on education, the first quartile for percentage of public school funds from local sources, and the first quartile for equalized valuation per school attending child.

NEEDHAM The town of Needham is bordered by Wellesley, Newton, West Roxbury, Dedham, Westwood, and Dover. It is approximately 12 miles from downtown Boston. In 1963 it took an automobile, during non-rush hour conditions, an average of 32 minutes to reach Boston from Needham. Principal highways serving Needham are State Routes #128 and #135. Mass transit from Needham to Boston is provided by the Penn Central Railroad, the Needham Transit Co., and limited MBTA bus service. There is a planned expansion of the Orange Line to Needham.

In 1970, Needham, with a population of 29,748, was the fifth largest municipality in the grouped area. At that time, 0.6% of the town's population was non-white. During the 1973-74 school year, the public school enrollment was 7,367 pupils, of whom 1.9% were non-white, including persons of Spanish Surname. The school district is an approving member of the Metropolitan Planning Project and belongs to 7 other voluntary educational collaboratives. There were 69 METCO students enrolled in the Needham public schools during 1973-74.

According to the 1970 U.S. Census, the annual median family income in Needham was \$16,375, the proportion of residents 25 years old and over who had completed high school was 84.3%, and the proportion of employed residents working in a professional or non-farm managerial capacity was 44.2%. Needham's tax base, as measured by an equalized valuation formula, provides \$40,631 per school attending child. The proportion of the 1972 municipal tax dollar that was spent on the public schools was 55.6%; these funds constituted 81.3% of all public school revenues. Needham's comprehensive per pupil expenditure for the 1972-73 school year was \$1,169.

As compared to its 12 neighbors, Needham has the fifth largest percentage of non-white residents and the fourth largest public school enrollment. It also has a comparatively high median income, a high percentage of persons 25 years old and over who have completed high school, and a high percentage of employed residents working in a professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, Needham ranks in the first quartile for median family income, the first quartile for percentage of persons who have completed high school, and the first quartile for percentage of residents employed in a professional or non-farm managerial capacity. Needham also ranks in the second quartile for per pupil expenditure, the second quartile for percentage of municipal tax dollar spent on education, the first quartile for percentage of public school funds from local sources, and the first quartile for equalized valuation per school attending child.

NORWOOD The town of Norwood is bordered by Westwood, Canton, Sharon and Walpole. It is approximately 14 miles from downtown Boston. In 1963 it took an automobile, during non-rush hour conditions, an average of 40 minutes to reach Boston from Norwood. Principal highways serving Norwood are U.S. Route #1, State Route #1A, and Interstate Route #95. Mass transit from Norwood to Boston is provided by the Penn Central Railroad and Bonanza Bus Lines Inc. Norwood is presently served by the MBTA with limited express bus service to Boston.

In 1970, Norwood, with a population of 30,815, was the fourth largest municipality in the grouped area. At that time, 0.4% of the town's population was non-white. During the 1973-74 school year, the public school enrollment was 6,934 pupils, of whom 0.8% were non-white, including persons of Spanish Surname. The school district is not a member of the Metropolitan Planning Project but belongs to 4 other voluntary educational collaboratives. There were no METCO students enrolled in the Norwood public schools during 1973-74.

According to the 1970 U.S. Census, the annual median family income in Norwood was \$12,606, the proportion of residents 25 years old and over who had completed high school was 71.8%, and the proportion of employed residents working in a professional or non-farm managerial capacity was 29.4%. Norwood's tax base, as measured by an equalized valuation formula, provides \$24,682 per school attending child. The proportion of the 1972 municipal tax dollar that was spent on the public schools was 53.8%; these funds constituted 71.7% of all public school revenues. Norwood's comprehensive per pupil expenditure for the 1972-73 school year was \$1,147.

As compared to its 12 neighbors, Norwood has the ninth largest percentage of non-white residents and the sixth largest public school enrollment. It also has a comparatively mid-range median income, a mid-range percentage of persons 25 years old and over who have completed high school, and a mid-range percentage of employed residents working in a professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, Norwood ranks in the third quartile for median family income, the third quartile for percentage of persons who have completed high school, and the third quartile for percentage of residents employed in a professional or non-farm managerial capacity. Norwood also ranks in the second quartile for per pupil expenditure, the third quartile for percentage of municipal tax dollar spent on education, the third quartile for percentage of public school funds from local sources, and the third quartile for equalized valuation per school attending child.

QUINCY The city of Quincy is bordered by Milton, Boston, Weymouth, Braintree, Randolph, and the Atlantic Ocean. It is approximately 9 miles from downtown Boston. In 1963 it took an automobile, during non-rush hour conditions, an average of 27 minutes to reach Boston from Quincy. Principal highways serving Quincy are Routes #3 and #128. Mass transit from Quincy to Boston is provided by the MBTA Red Line and MBTA bus service.

In 1970, Quincy, with a population of 87,966, was the largest municipality in the grouped area. At that time, 0.5% of the city's population was non-white. During the 1973-74 school year, the public school enrollment was 16,209 pupils, of whom 0.5% were non-white, including persons of Spanish Surname. The school district is not a member of the Metropolitan Planning Project but belongs to 4 other voluntary educational collaboratives. There were no METCO students enrolled in the Quincy public schools during 1973-74.

According to the 1970 U.S. Census, the annual median family income in Quincy was \$11,094, the proportion of residents 25 years old and over who had completed high school was 63.8%, and the proportion of employed residents working in a professional or non-farm managerial capacity was 23.2%. Quincy's tax base, as measured by an equalized valuation formula, provides \$27,054 per school attending child. The proportion of the 1972 municipal tax dollar that was spent on the public schools was 42.6%; these funds constituted 69.2% of all public school revenues. Quincy's comprehensive per pupil expenditure for the 1972-73 school year was \$1,217.

As compared to its 12 neighbors, Quincy has the seventh largest percentage of non-white residents and the largest public school enrollment. It also has a comparatively low median income, a low percentage of persons 25 years old and over who have completed high school, and a low percentage of employed residents working in a professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, Quincy ranks in the fourth quartile for median family income, the fourth quartile for percentage of persons who have completed high school, and the fourth quartile for percentage of residents employed in a professional or non-farm managerial capacity. Quincy also ranks in the first quartile for per pupil expenditure, the third quartile for percentage of municipal tax dollar spent on education, the third quartile for percentage of public school funds from local sources, and the third quartile for equalized valuation per school attending child.

RANDOLPH The town of Randolph is bordered by Milton, Quincy, Braintree, Holbrook, Canton, Avon, and Stoughton. It is approximately 10 miles from downtown Boston. In 1963 it took an automobile, during non-rush hour conditions, an average of 31 minutes to reach Boston from Randolph. Principal highways serving Randolph are State Routes #128, #24, #28, and #139, and the Fall River Expressway. Mass transit from Randolph to Boston is provided by MBTA bus service.

In 1970, Randolph, with a population of 27,035, was the seventh largest municipality in the grouped area. At that time, 2.1% of the town's population was non-white. During the 1973-74 school year, the public school enrollment was 6,935 pupils, of whom 2.6% were non-white, including persons of Spanish Surname. The school district is not a member of the Metropolitan Planning Project but belongs to 2 other voluntary educational collaboratives. There were no METCO students enrolled in the Randolph public schools during 1973-74.

According to the 1970 U.S. Census, the annual median family income in Randolph was \$12,309, the proportion of residents 25 years old and over who had completed high school was 71.2%, and the proportion of employed residents working in a professional or non-farm managerial capacity was 27.5%. Randolph's tax base, as measured by an equalized valuation formula, provides \$17,397 per school attending child. The proportion of the 1972 municipal tax dollar that was spent on the public schools was 43.8%; these funds constituted 56.2% of all public school revenues. Randolph's comprehensive per pupil expenditure for the 1972-73 school year was \$1,101.

As compared to its 12 neighbors, Randolph has the third largest percentage of non-white residents and the fifth largest public school enrollment. It also has a comparatively low median income, a mid-range percentage of persons 25 years old and over who have completed high school, and a mid-range percentage of employed residents working in a professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, Randolph ranks in the third quartile for median family income, the third quartile for percentage of persons who have completed high school, and the third quartile for percentage of residents employed in a professional or non-farm managerial capacity. Randolph also ranks in the second quartile for per pupil expenditure, the fourth quartile for percentage of municipal tax dollar spent on education, the fourth quartile for percentage of public school funds from local sources, and the fourth quartile for equalized valuation per school attending child.

SHARON The town of Sharon is bordered by Norwood, Canton, Stoughton, Easton, Mansfield, Foxborough, and Walpole. It is approximately 21 miles from downtown Boston. In 1963 it took an automobile, during non-rush hour conditions, an average of 41 minutes to reach Boston from Sharon. Principal highways serving Sharon are U.S. Route #1, Interstate #95, and State Route #27. Mass transit from Sharon to Boston is Penn Central Railroad. Sharon is not presently served by the MBTA and service is not planned in the next ten years.

In 1970, Sharon, with a population of 12,367, was the second smallest municipality in the grouped area. At that time, 2.4% of the town's population was non-white. During the 1973-74 school year, the public school enrollment was 3,638 pupils, of whom 5.0% were non-white, including persons of Spanish Surname. The school district is an approving member of the Metropolitan Planning Project and belongs to 5 other voluntary educational collaboratives. There were 68 METCO students enrolled in the Sharon public schools during 1973-74.

According to the 1970 U.S. Census, the annual median family income in Sharon was \$14,805, the proportion of residents 25 years old and over who had completed high school was 81.7%, and the proportion of employed residents working in a professional or non-farm managerial capacity was 41.7%. Sharon's tax base, as measured by an equalized valuation formula, provides \$33,503 per school attending child. The proportion of the 1972 municipal tax dollar that was spent on the public schools was 61.4%; these funds constituted 74.4% of all public school revenues. Sharon's comprehensive per pupil expenditure for the 1972-73 school year was \$1,371.

As compared to its 12 neighbors, Sharon has the largest percentage of non-white residents and the second smallest public school enrollment. It also has a comparatively high median income, a high percentage of persons 25 years old and over who have completed high school, and a high percentage of employed residents working in a professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, Sharon ranks in the first quartile for median family income, the second quartile for percentage of persons who have completed high school, and the second quartile for percentage of residents employed in a professional or non-farm managerial capacity. Sharon also ranks in the first quartile for per pupil expenditure, the first quartile for percentage of municipal tax dollar spent on education, the second quartile for percentage of public school funds from local sources, and the second quartile for equalized valuation per school attending child.

WALPOLE The town of Walpole is bordered by Sharon, Foxborough, Norfolk, Medfield, Norwood, Westwood, and Dover. It is approximately 18 miles from downtown Boston. In 1963 it took an automobile, during non-rush hour conditions, an average of 45 minutes to reach Boston from Walpole. Principal highways serving Walpole are Route I-95 and State Route #27. Mass transit from Walpole to Boston is provided by the Penn Central Railroad and Bonanza Bus Lines, Inc. Walpole is presently served by the MBTA with limited express service to Boston.

In 1970, Walpole, with a population of 18,149, was the ninth largest municipality in the grouped area. At that time, 0.9% of the town's population was non-white. During the 1973-74 school year, the public school enrollment was 5,047 pupils, of whom 1.2% were non-white, including persons of Spanish Surname. The school district is an approving member of the Metropolitan Planning Project and belongs to 4 other voluntary educational collaboratives. There were 23 METCO students enrolled in the Walpole public schools during 1973-74.

According to the 1970 U.S. Census, the annual median family income in Walpole was \$12,828, the proportion of residents 25 years old and over who had completed high school was 72.3%, and the proportion of employed residents working in a professional or non-farm managerial capacity was 30.1%. Walpole's tax base, as measured by an equalized valuation formula, provides \$25,743 per school attending child. The proportion of the 1972 municipal tax dollar that was spent on the public schools was 64.5%; these funds constituted 77.6% of all public school revenues. Walpole's comprehensive per pupil expenditure for the 1972-73 school year was \$1,139.

As compared to its 12 neighbors, Walpole has the fourth largest percentage of non-white residents and the eighth largest public school enrollment. It also has a comparatively mid-range median income, a mid-range percentage of persons 25 years old and over who have completed high school, and a mid-range percentage of employed residents working in a professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, Walpole ranks in the second quartile for median family income, the third quartile for percentage of persons who have completed high school and the third quartile for percentage of residents employed in a professional or non-farm managerial capacity. Walpole also ranks in the second quartile for per pupil expenditure, the first quartile for percentage of municipal tax dollar spent on education, the second quartile for percentage of public school funds from local sources, and the third quartile for equalized valuation per school attending child.

WESTWOOD The town of Westwood is bordered by Dover, Dedham, Canton, Norwood, and Walpole. It is approximately 13 miles from downtown Boston. In 1963 it took an automobile, during non-rush hour conditions, an average of 37 minutes to reach Boston from Westwood. Principal highways serving Westwood are U.S. Route #1 and State Route #128. Mass transit from Westwood to Boston is provided by the Penn Central Railroad and Brush Hill Transportation Co. Westwood is not presently served by the MBTA and service is not planned in the next ten years.

In 1970, Westwood, with a population of 12,750, was the eleventh largest municipality in the grouped area. At the time, 0.4% of the town's population was non-white. During the 1973-74 school year, the public school enrollment was 3,708 pupils, of whom 0.9% were non-white, including persons of Spanish Surname. The school district is not a member of the Metropolitan Planning Project but belongs to 7 other voluntary educational collaboratives. There were 25 METCO students enrolled in the Westwood public schools during 1973-74.

According to the 1970 U.S. Census, the annual median family income in Westwood was \$17,334, the proportion of residents 25 years old and over who had completed high school was 85.9%, and the proportion of employed residents working in a professional or non-farm managerial capacity was 46.2%. Westwood's tax base, as measured by an equalized valuation formula, provides \$37,267 per school attending child. The proportion of the 1972 municipal tax dollar that was spent on the public schools was 58.2%; these funds constituted 77.9% of all public school revenues. Westwood's comprehensive per pupil expenditure for the 1972-73 school year was \$1,235.

As compared to its 12 neighbors, Westwood has the ninth largest percentage of non-white residents and the eleventh largest public school enrollment. It also has a comparatively high median income, a high percentage of persons 25 years old and over who have completed high school, and a high percentage of employed residents working in a professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, Westwood ranks in the first quartile for median family income, the first quartile for percentage of persons who have completed high school, and the first quartile for percentage of residents employed in a professional or non-farm managerial capacity. Westwood also ranks in the first quartile for per pupil expenditure, the second quartile for percentage of municipal tax dollar spent on education, the second quartile for percentage of public school funds from local sources, and the first quartile for equalized valuation per school attending child.

WEYMOUTH The town of Weymouth is bordered by Braintree, Holbrook, Abington, Rockland, Hingham, Weymouth Fore River, Weymouth Back River, and Hingham Bay. It is approximately 12 miles from downtown Boston. In 1963 it took an automobile, during non-rush hour conditions, an average of 35 minutes to reach Boston from Weymouth. Principal highways serving Weymouth are State Routes #3, #3A, #53, and #18. Mass transit from Weymouth to Boston is provided by Plymouth & Brockton Street Railway Co. and the Hudson Bus Lines. Weymouth is presently served by the MBTA with indirect bus service to Boston, and an extension of the Red Line is planned within the next ten years.

In 1970, Weymouth, with a population of 54,610, was the second largest municipality in the grouped area. At that time, 0.5% of the town's population was non-white. During the 1973-74 school year, the public school enrollment was 14,357 pupils, of whom 0.8% were non-white, including persons of Spanish Surname. The school district is an approving member of the Metropolitan Planning Project and belongs to 2 other voluntary educational collaboratives. There were no METCO students enrolled in the Weymouth public schools during 1973-74.

According to the 1970 U.S. Census, the annual median family income in Weymouth was \$11,631, the proportion of residents 25 years old and over who had completed high school was 67.5%, and the proportion of employed residents working in a professional or non-farm managerial capacity was 24.1%. Weymouth's tax base, as measured by an equalized valuation formula, provides \$24,990 per school attending child. The proportion of the 1972 municipal tax dollar that was spent on the public schools was 45.3%; these funds constituted 69.5% of all public school revenues. Weymouth's comprehensive per pupil expenditure for the 1972-73 school year was \$951.

As compared to its 12 neighbors, Weymouth has the seventh largest percentage of non-white residents and the second largest public school enrollment. It also has a comparatively low median income, a low percentage of persons 25 years old and over who have completed high school, and a low percentage of employed residents working in a professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, Weymouth ranks in the third quartile for median family income, the third quartile for percentage of persons who have completed high school, and the fourth quartile for percentage of residents employed in a professional or non-farm managerial capacity. Weymouth also ranks in the fourth quartile for per pupil expenditure, the fourth quartile for percentage of municipal tax dollar spent on education, the third quartile for percentage of public school funds from local sources, and the third quartile for equalized valuation per school attending child.

COMMUNITY ANALYSES: GROUP IV

The fourth group of communities includes: Arlington, Belmont, Brookline, Concord, Lexington, Lincoln, Newton, Sudbury, Waltham, Watertown, Wayland, Wellesley, and Weston. These 13 communities encompass an area which is the northwest corridor of the Boston metropolitan area, from the borders of the city of Boston to the outer borders of the SMSA. All of these communities are members of the Greater Boston Regional Education Center. Nine of the thirteen are METCO receiving school districts; these communities account for 62% of the METCO enrollment in the Boston SMSA for the 1973-74 school year. All communities rank higher than the city of Boston in a comparison of socio-economic characteristics including median family income, percent of persons 25 years old and over who have completed high school, and percent of employed persons who are working in positions classified either as professional or managerial.

ARLINGTON The town of Arlington is bordered by Winchester, Medford, Somerville, Cambridge, Belmont, and Lexington. It is approximately 7 miles from downtown Boston. In 1963 it took an automobile, during non-rush hour conditions, an average of 35 minutes to reach Boston from Arlington. Principal highways serving Arlington are State Routes #2, #2A, #3, and #60. Mass transit from Arlington to Boston is provided by limited MBTA Express bus service and the Boston and Maine Railroad. The MBTA Red Line will be extended to Arlington within the next ten years.

In 1970, Arlington, with a population of 53,524, was the fourth largest municipality in the grouped area. At that time, 1.0% of the town's population was non-white. During the 1973-74 school year, the public school enrollment was 8,893 pupils, of whom 2.1% were non-white, including persons of Spanish Surname. The school district is not a member of the Metropolitan Planning Project but belongs to 6 other voluntary educational collaboratives. There were 29 METCO students enrolled in the Arlington public schools during 1973-74.

According to the 1970 U.S. Census, the annual median family income in Arlington was \$12,247, the proportion of residents 25 years old and over who had completed high school was 71.6%, and the proportion of employed residents working in a professional or non-farm managerial capacity was 33.3%. Arlington's tax base, as measured by an equalized valuation formula, provides \$34,645 per school attending child. The proportion of the 1972 municipal tax dollar that was spent on the public schools was 51%; these funds constituted 85.9% of all public school revenues. Arlington's comprehensive per pupil expenditure for the 1972-73 school year was \$1,128.

As compared to its 12 neighbors, Arlington has the smallest

percentage of non-white residents and the third largest public school enrollment. It also has a comparatively low median income, a low percentage of persons 25 years old and over who have completed high school, and a low percentage of employed residents working in a professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, Arlington ranks in the third quartile for median family income, the third quartile for percentage of persons who have completed high school, and the second quartile for percentage of residents employed in a professional or non-farm managerial capacity. Arlington also ranks in the second quartile for per pupil expenditure, the third quartile for percentage of municipal tax dollar spent on education, the first quartile for percentage of public school funds from local sources, and the second quartile for equalized valuation per school attending child.

BELMONT The town of Belmont is bordered by Arlington, Cambridge, Watertown, Waltham, and Lexington. It is approximately 7 miles from downtown Boston. In 1963 it took an automobile, during non-rush hour conditions, an average of 28 minutes to reach Boston from Belmont. Principal highways serving Belmont are State Routes #2, #16, and #60. Mass transit from Belmont to Boston is provided by indirect MBTA bus service and the Boston and Maine Railroad.

In 1970, Belmont, with a population of 28,285, was the seventh largest municipality in the grouped area. At that time, 1.1% of the town's population was non-white. During the 1973-74 school year, the public school enrollment was 5,053 pupils, of whom 3.0% were non-white, including persons of Spanish Surname. The school district is an approving member of the Metropolitan Planning Project and belongs to 4 other voluntary educational collaboratives. There were 61 METCO students enrolled in the Belmont public schools during 1973-74.

According to the 1970 U.S. Census, the annual median family income in Belmont was \$13,559, the proportion of residents 25 years old and over who had completed high school was 75.8%, and the proportion of employed residents working in a professional or non-farm managerial capacity was 42.1%. Belmont's tax base, as measured by an equalized valuation formula, provides \$51,140 per school attending child. The proportion of the 1972 municipal tax dollar that was spent on the public schools was 49%; these funds constituted 74.6% of all public school revenues. Belmont's comprehensive per pupil expenditure for the 1972-73 school year was \$1,185.

As compared to its 12 neighbors, Belmont has the eighth largest percentage of non-white residents and the eighth largest public school enrollment. It also has a comparatively low median income, a mid-range percentage of persons 25 years old and over who have completed high school, and a low percentage of employed residents working in a

professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, Belmont ranks in the second quartile for median family income, the second quartile for percentage of persons who have completed high school, and the second quartile for percentage of residents employed in a professional or non-farm managerial capacity. Belmont also ranks in the second quartile for per pupil expenditure, the third quartile for percentage of municipal tax dollar spent on education, the second quartile for percentage of public school funds from local sources, and the first quartile for equalized valuation per school attending child.

BROOKLINE The town of Brookline is bordered by Newton, Boston, and Cambridge. It is approximately 4 miles from downtown Boston. In 1963 it took an automobile, during non-rush hour conditions, an average of 16 minutes to reach Boston from Brookline. Principal highways serving Brookline are State Routes #9, #30, #3, #9A and #20A, and U.S. Route #1. Mass transit from Brookline to Boston is provided by MBTA bus service, the MBTA Green Line, the Gray Lines, Inc., Peter Pan Bus Lines, Inc., and Wellesley Fells Bus Lines, Inc.

In 1970, Brookline, with a population of 58,886, was the third largest municipality in the grouped area. At that time, 3.2% of the town's population was non-white. During the 1973-74 school year, the public school enrollment was 6,135 pupils, of whom 11.6% were non-white, including persons of Spanish Surname. The school district is an applicant member of the Metropolitan Planning Project and belongs to 7 other voluntary educational collaboratives. There were 219 METCO students enrolled in the Brookline public schools during 1973-74.

According to the 1970 U.S. Census, the annual median family income in Brookline was \$13,701, the proportion of residents 25 years old and over who had completed high school was 69.1%, and the proportion of employed residents working in a professional or non-farm managerial capacity was 44.8%. Brookline's tax base, as measured by an equalized valuation formula, provides \$68,901 per school attending child. The proportion of the 1972 municipal tax dollar that was spent on the public schools was 34.2%; these funds constituted 86.2% of all public school revenues. Brookline's comprehensive per pupil expenditure for the 1972-73 school year was \$1,672.

As compared to its 12 neighbors, Brookline has the second largest percentage of non-white residents and the fifth largest public school enrollment. It also has a comparatively mid-range median income, a low percentage of persons 25 years old and over who have completed high school, and a mid-range percentage of employed residents working in a professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, Brookline

ranks in the second quartile for median family income, the third quartile for percentage of persons who have completed high school, and the first quartile for percentage of residents employed in a professional or non-farm managerial capacity. Brookline also ranks in the first quartile for per pupil expenditure, the lowest quartile for percentage of municipal tax dollar spent on education, the first quartile for percentage of public school funds from local sources, and the first quartile for equalized valuation per school attending child.

CONCORD The town of Concord is bordered by Maynard, Acton, Carlisle, Bedford, Lincoln, and Sudbury. It is approximately 19 miles from downtown Boston. In 1963 it took an automobile, during non-rush hour conditions, an average of 53 minutes to reach Boston from Concord. The principal highway serving Concord is Route #2. Mass transit from Concord to Boston is provided by the Boston and Maine Railroad, Vermont Transit, and Englander Coach Lines, Inc. Concord is not presently served by the MBTA and service is not planned in the next ten years.

In 1970, Concord, with a population of 16,148, was the ninth largest municipality in the grouped area. At that time, 1.9% of the town's population was non-white. During the 1973-74 school year, the public school enrollment was 2,963 pupils, of whom 2.3% were non-white, including persons of Spanish Surname. The school district is not a member of the Metropolitan Planning Project but belongs to 7 other voluntary educational collaboratives. There were 45 METCO students enrolled in the Concord public schools during 1973-74.

According to the 1970 U.S. Census, the annual median family income in Concord was \$16,463, the proportion of residents 25 years old and over who had completed high school was 80.3%, and the proportion of employed residents working in a professional or non-farm managerial capacity was 46.9%. Concord's tax base, as measured by an equalized valuation formula, provides \$37,990 per school attending child. The proportion of the 1972 municipal tax dollar that was spent on the public schools was 68.6%; these funds constituted 83.5% of all public school revenues. Concord's comprehensive per pupil expenditure for the 1972-73 school year was \$1,501.

As compared to its 12 neighbors, Concord has the fourth largest percentage of non-white residents and the eleventh largest public school enrollment. It also has a mid-range median income, a mid-range percentage of persons 25 years old and over who have completed high school, and a mid-range percentage of employed residents working in a professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, Concord ranks in the first quartile for median family income, the second quartile for percentage of persons who have completed high school, and the first

quartile for percentage of residents employed in a professional or non-farm managerial capacity. Concord also ranks in the first quartile for per pupil expenditure, the first quartile for percentage of municipal tax dollar spent on education, the first quartile for percentage of public school funds from local sources, and the first quartile for equalized valuation per school attending child.

LEXINGTON The town of Lexington is bordered by Lincoln, Bedford, Burlington, Woburn, Winchester, Arlington, Belmont, and Waltham. It is approximately 11 miles from downtown Boston. In 1963 it took an automobile, during non-rush hour conditions, an average of 39 minutes to reach Boston from Lexington. Principal highways serving Lexington are State Routes #2, #2A, #4, #128, and #225. Mass transit from Lexington to Boston is provided by indirect MBTA bus service and the Boston and Maine Railroad. The MBTA Red Line will be extended to Lexington within the next ten years.

In 1970, Lexington, with a population of 31,886, was the sixth largest municipality in the grouped area. At that time, 1.7% of the town's population was non-white. During the 1973-74 school year, the public school enrollment was 8,757 pupils, of whom 4.4% were non-white, including persons of Spanish Surname. The school district is an applicant member of the Metropolitan Planning Project and belongs to 10 other voluntary educational collaboratives. There were 192 METCO students enrolled in the Lexington public schools during 1973-74.

According to the 1970 U.S. Census, the annual median family income in Lexington was \$17,558, the proportion of residents 25 years old and over who had completed high school was 83.4%, and the proportion of employed residents working in a professional or non-farm managerial capacity was 51.0%. Lexington's tax base, as measured by an equalized valuation formula, provides \$30,290 per school attending child. The proportion of the 1972 municipal tax dollar that was spent on the public schools was 72.9%; these funds constituted 75.4% of all public school revenues. Lexington's comprehensive per pupil expenditure for the 1972-73 school year was \$1,307.

As compared to its 12 neighbors, Lexington has the fifth largest percentage of non-white residents and the fourth largest public school enrollment. It also has a high median income, a mid-range percentage of persons 25 years old and over who have completed high school, and a high percentage of employed residents working in a professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, Lexington ranks in the first quartile for median family income, the first quartile for percentage of persons who have completed high school, and the first quartile for percentage of residents employed in a professional or non-farm managerial capacity. Lexington also ranks in the first quartile for per pupil expenditure, the first quartile for percentage of municipal

tax dollar spent on education, the second quartile for percentage of public school funds from local sources, and the second quartile for equalized valuation per school attending child.

LINCOLN The town of Lincoln is bordered by Sudbury, Concord, Bedford, Lexington, Waltham, Weston, and Wayland. It is approximately 13 miles from downtown Boston. In 1963 it took an automobile, during non-rush hour conditions, an average of 41 minutes to reach Boston from Lincoln. Principal highways serving Lincoln are State Routes #117, #126, #2, #2A, and #128. Mass transit from Lincoln to Boston is provided by the Boston & Maine Railroad and Vermont Transit Lines. Lincoln is not presently served by the MBTA and service is not planned in the next ten years.

In 1970, Lincoln, with a population of 7,567, was the least populated municipality in the grouped area. At that time, 4.3% of the town's population was non-white. During the 1973-74 school year, the public school enrollment was 1,641 pupils, of whom 9.6% were non-white, including persons of Spanish Surname. The school district is an applicant member of the Metropolitan Planning Project and belongs to 4 other voluntary educational collaboratives. There were 95 METCO students enrolled in the Lincoln public schools during 1973-74.

According to the 1970 U.S. Census, the annual median family income in Lincoln was \$17,361, the proportion of residents 25 years old and over who had completed high school was 90.2%, and the proportion of employed residents working in a professional or non-farm managerial capacity was 55.7%. Lincoln's tax base, as measured by an equalized valuation formula, provides \$42,735 per school attending child. The proportion of the 1972 municipal tax dollar that was spent on the public schools was 60%; these funds constituted 74.0% of all public school revenues. Lincoln's comprehensive per pupil expenditure for the 1972-73 school year was \$1,499.

As compared to its 12 neighbors, Lincoln has the largest percentage of non-white residents and the smallest public school enrollment. It also has a mid-range median income, a high percentage of persons 25 years old and over who have completed high school, and a high percentage of employed residents working in a professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, Lincoln ranks in the first quartile for median family income, the first quartile for percentage of persons who have completed high school, and the first quartile for percentage of residents employed in a professional or non-farm managerial capacity. Lincoln also ranks in the first quartile for per pupil expenditure tax dollar spent on education, the second quartile for percentage of public school funds from local sources, and the first quartile for equalized valuation per school attending child.

NEWTON The city of Newton is bordered by Needham, Wellesley, Weston, Waltham, Watertown, Brookline, and Boston. It is approximately 7 miles from downtown Boston. In 1963 it took an automobile, during non-rush hour conditions, an average of 26 minutes to reach Boston from Newton. Principal highways serving Newton are State Routes #9 and #128, U.S. Route #20, and Interstate Route #90 (the Massachusetts Turnpike). Mass transit from Newton to Boston include MBTA indirect bus service, the MBTA Green Line, Amtrak's Penn-Central Railroad, the Boston-Worcester Corp., the Wellesley Fells Bus Lines, Inc., and Gray Lines Inc.

In 1970, Newton, with a population of 91,066, was the largest municipality in the grouped area. At that time, 2.0% of the town's population was non-white. During the 1973-74 school year, the public school enrollment was 18,097 pupils, of whom 4.5% were non-white, including persons of Spanish Surname. The school district is an applicant member of the Metropolitan Planning Project and belongs to 6 other voluntary educational collaboratives. There were 176 METCO students enrolled in the Newton public schools during 1973-74.

According to the 1970 U.S. Census, the annual median family income in Newton was \$15,381, the proportion of residents 25 years old and over who had completed high school was 79.0%, and the proportion of employed residents working in a professional or non-farm managerial capacity was 44.0%. Newton's tax base, as measured by an equalized valuation formula, provides \$35,284 per school attending child. The proportion of the 1972 municipal tax dollar that was spent on the public schools was 53%; these funds constituted 83.8% of all public school revenues. Newton's comprehensive per pupil expenditure for the 1972-73 school year was \$1,520.

As compared to its 12 neighbors, Newton has the third largest percentage of non-white residents and the largest public school enrollment. It also has a comparatively mid-range median income, a mid-range percentage persons 25 years old and over who have completed high school, and a mid-range percentage of employed residents working in a professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, Newton ranks in the first quartile for median family income, the second quartile for percentage of persons who have completed high school, and the first quartile for percentage of residents employed in a professional or non-farm managerial capacity. Newton also ranks in the first quartile for per pupil expenditure, the third quartile for percentage of municipal tax dollar spent on education, the first quartile for percentage of public school funds from local sources, and the second quartile for equalized valuation per school attending child.

SUDBURY The town of Sudbury is bordered by Wayland, Framingham, Hudson, Maynard, Marlborough, Stow, Concord, and Acton. It is approximately

20 miles from downtown Boston. In 1963 it took an automobile, during non-rush hour conditions, an average of 52 minutes to reach Boston from Sudbury. Principal highways serving Sudbury are State Routes #27 and #117 and U.S. Route #20. Mass transit from Sudbury to Boston is provided by the Boston and Maine Railroad, Carlstrom Bus Lines, Inc., and Ritchie Bus Lines, Inc. Sudbury is not presently served by the MBTA and service is not planned in the next ten years.

In 1970, Sudbury, with a population of 13,506, was the tenth largest municipality in the grouped area. At that time, 1.1% of the town's population was non-white. During the 1973-74 school year, the public school enrollment was 3,466 pupils, of whom 1.6% were non-white, including persons of Spanish Surname. The school district is an approving member of the Metropolitan Planning Project and belongs to 4 other voluntary educational collaboratives. There were no METCO students enrolled in the Sudbury public schools during 1973-74.

According to the 1970 U.S. Census, the annual median family income in Sudbury was \$17,798, the proportion of residents 25 years old and over who had completed high school was 85.5%, and the proportion of employed residents working in a professional or non-farm managerial capacity was 52.3%. Sudbury's tax base, as measured by an equalized valuation formula, provides \$30,156 per school attending child. The proportion of the 1972 municipal tax dollar that was spent on the public schools was 69.4%; these funds constituted 72.8% of all public school revenues. Sudbury's comprehensive per pupil expenditure for the 1972-73 school year was \$1,109.

As compared to its 12 neighbors, Sudbury has the eighth largest percentage of non-white residents and the tenth largest public school enrollment. It also has a comparatively high median income, a high percentage of persons 25 years old and over who have completed high school, and a high percentage of employed residents working in a professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, Sudbury ranks in the first quartile for median family income, the first quartile for percentage of persons who have completed high school, and the first quartile for percentage of residents employed in a professional or non-farm managerial capacity. Sudbury also ranks in the second quartile for per pupil expenditure, the first quartile for percentage of municipal tax dollar spent on education, the third quartile for percentage of public school funds from local sources, and the second quartile for equalized valuation per school attending child.

WALTHAM The city of Waltham is bordered by Lexington, Belmont, Watertown, Lincoln, Weston, and Newton. It is approximately 9 miles from downtown Boston. In 1963 it took an automobile, during non-rush hour conditions, an average of 33 minutes to reach Boston from Waltham.

Principal highways serving Waltham are Route #128 and U.S. Route #20. Mass transit from Waltham to Boston is provided by MBTA express bus service, the Boston and Maine Railroad, and Ritchie Bus Lines, Inc.

In 1970, Waltham, with a population of 61,582, was the second largest municipality in the grouped area. At that time, 1.1% of the town's population was non-white. During the 1973-74 school year, the public school enrollment was 11,211 pupils, of whom 2.3% were non-white, including persons of Spanish Surname. The school district is an applicant member of the Metropolitan Planning Project and belongs to 2 other voluntary educational collaboratives. There were no METCO students enrolled in the Waltham public schools during 1973-74.

According to the 1970 U.S. Census, the annual median family income in Waltham was \$11,523, the proportion of residents 25 years old and over who had completed high school was 55.1%, and the proportion of employed residents working in a professional or non-farm managerial capacity was 23.1%. Waltham's tax base, as measured by an equalized valuation formula, provides \$45,136 per school attending child. The proportion of the 1972 municipal tax dollar that was spent on the public schools was 52.3%; these funds constituted 82.9% of all public school revenues. Waltham's comprehensive per pupil expenditure for the 1972-73 school year was \$1,143.

As compared to its 12 neighbors, Waltham has the eighth largest percentage of non-white residents and the second largest public school enrollment. It also has a comparatively low median income, a low percentage of persons 25 years old and over who have completed high school, and a low percentage of employed residents working in a professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, Waltham ranks in the fourth quartile for median family income, the fourth quartile for percentage of persons who have completed high school, and the fourth quartile for percentage of residents employed in a professional or non-farm managerial capacity. Waltham also ranks in the second quartile for per pupil expenditure, the third quartile for percentage of municipal tax dollar spent on education, the first quartile for percentage of public school funds from local sources, and the first quartile for equalized valuation per school attending child.

WATERTOWN The town of Watertown is bordered by Belmont, Cambridge, Boston, Newton, and Waltham. It is approximately 6 miles from downtown Boston. In 1963 it took an automobile, during non-rush hour conditions, an average of 22 minutes to reach Boston from Watertown. Principal highways serving Watertown are U.S. Route #20 and State Route #16. Mass transit from Watertown to Boston is provided by MBTA bus service and Ritchie Bus Lines, Inc.

In 1970, Watertown, with a population of 39,307, was the fifth largest municipality in the grouped area. At that time, 1.1% of the town's population was non-white. During the 1973-74 school year, the public school enrollment was 5,866 pupils, of whom 1.9% were non-white, including persons of Spanish Surname. The school district is an approving member of the Metropolitan Planning Project and belongs to 4 other voluntary educational collaboratives. There were 37 METCO students enrolled in the Watertown public schools during 1973-74.

According to the 1970 U.S. Census, the annual median family income in Watertown was \$11,400, the proportion of residents 25 years old and over who had completed high school was 62.9%, and the proportion of employed residents working in a professional or non-farm managerial capacity was 30.4%. Watertown's tax base, as measured by an equalized valuation formula, provides \$37,973 per school attending child. The proportion of the 1972 municipal tax dollar that was spent on the public schools was 39%; these funds constituted 86.5% of all public school revenues. Watertown's comprehensive per pupil expenditure for the 1972-73 school year was \$1,197.

As compared to its 12 neighbors, Watertown has the eighth largest percentage of non-white residents and the seventh largest public school enrollment. It also has a comparatively low median income, a low percentage of persons 25 years old and over who have completed high school, and a low percentage of employed residents working in a professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, Watertown ranks in the fourth quartile for median family income, the fourth quartile for percentage of persons who have completed high school, and the third quartile for percentage of residents employed in a professional or non-farm managerial capacity. Watertown also ranks in the second quartile for per pupil expenditure, the fourth quartile for percentage of municipal tax dollar spent on education, the first quartile for percentage of public school funds from local sources, and the first quartile for equalized valuation per school attending child.

WAYLAND The town of Wayland is bordered by Sudbury, Framingham, Natick, Concord, Lincoln, and Weston. It is approximately 18 miles from downtown Boston. In 1963 it took an automobile, during non-rush hour conditions, an average of 44 minutes to reach Boston from Wayland. Principal highways serving Wayland are Interstate Route #90 and U.S. Route #20. Mass transit from Wayland to Boston is provided by the Boston and Maine Railroad and Ritchie Bus Lines, Inc. Wayland is not presently served by the MBTA and service is not planned in the next ten years.

In 1970, Wayland, with a population of 13,461, was the eleventh largest municipality in the grouped area. At that time, 1.1% of the town's

population was non-white. During the 1973-74 school year, the public school enrollment was 3,743 pupils, of whom 2.2% were non-white, including persons of Spanish Surname. The school district is an applicant member of the Metropolitan Planning Project and belongs to 6 other voluntary educational collaboratives. There were 37 METCO students enrolled in the Wayland public schools during 1973-74.

According to the 1970 U.S. Census, the annual median family income in Wayland was \$17,755, the proportion of residents 25 years old and over who had completed high school was 84.8%, and the proportion of employed residents working in a professional or non-farm managerial capacity was 48.2%. Wayland's tax base, as measured by an equalized valuation formula, provides \$30,607 per school attending child. The proportion of the 1972 municipal tax dollar that was spent on the public schools was 75.1%; these funds constituted 63% of all public school revenues. Wayland's comprehensive per pupil expenditure for the 1972-73 school year was \$1,387.

As compared to its 12 neighbors, Wayland has the eighth largest percentage of non-white residents and the ninth largest public school enrollment. It also has a comparatively mid-range median income, a mid-range percentage of persons 25 years old and over who have completed high school, and a mid-range percentage of employed residents working in a professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, Wayland ranks in the first quartile for median family income, the first quartile for percentage of persons who have completed high school, and the first quartile for percentage of residents employed in a professional or non-farm managerial capacity. Wayland also ranks in the first quartile for per pupil expenditure, the first quartile for percentage of municipal tax dollar spent on education, the second quartile for percentage of public school funds from local sources, and the second quartile for equalized valuation per school attending child.

WELLESLEY The town of Wellesley is bordered by Natick, Weston, Newton, Needham, and Dover. It is approximately 15 miles from downtown Boston. In 1963 it took an automobile, during non-rush hour conditions, an average of 33 minutes to reach Boston from Wellesley. Principal highways serving Wellesley are State Routes #9, #16, and #135. Mass transit from Wellesley to Boston includes the Penn-Central Railroad, Wellesley Fells Bus Lines Inc., Peter Pan Bus Line Inc., and Continental Trailways Inc. Wellesley is not presently served by the MBTA and service is not planned in the next ten years.

In 1970, Wellesley, with a population of 28,051, was the eighth largest municipality in the grouped area. At that time, more than 1.3% of the town's population was non-white. During the 1973-74 school year, the public school enrollment was 5,871 pupils, of whom 2.8% were non-white, including persons of Spanish Surname. The school district is not a

member of the Metropolitan Planning Project but belongs to 6 other voluntary educational collaboratives. There were 147 METCO students enrolled in the Wellesley public schools during 1973-74.

According to the 1970 U.S. Census, the annual median family income in Wellesley was \$19,401, the proportion of residents 25 years old and over who had completed high school was 88.3%, and the proportion of employed residents working in a professional or non-farm managerial capacity was 48.8%. Wellesley's tax base, as measured by an equalized valuation formula, provides \$46,169 per school attending child. The proportion of the 1972 municipal tax dollar that was spent on the public schools was 57.4%; these funds constituted 81.6% of all public school revenues. Wellesley's comprehensive per pupil expenditure for the 1972-73 school year was \$1,399.

As compared to its 12 neighbors, Wellesley has the sixth largest percentage of non-white residents and the sixth largest public school enrollment. It also has a comparatively high median income, a high percentage of persons 25 years old and over who have completed high school, and a mid-range percentage of employed residents working in a professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, Wellesley ranks in the first quartile for median family income, the first quartile for percentage of persons who have completed high school, and the first quartile for percentage of residents employed in a professional or non-farm managerial capacity. Wellesley also ranks in the first quartile for per pupil expenditure, the second quartile for percentage of municipal tax dollar spent on education, the first quartile for percentage of public school funds from local sources, and the first quartile for equalized valuation per school attending child.

WESTON The town of Weston is bordered by Lincoln, Waltham, Newton, Wellesley, Natick, and Wayland. It is approximately 12 miles from downtown Boston. In 1963 it took an automobile, during non-rush hour conditions, an average of 38 minutes to reach Boston from Weston. Principal highways serving Weston are Interstate Route #90, U.S. Route #20, and State Routes #30, #117, and #128. Mass transit from Weston to Boston is provided by the Ritchie Bus Lines, Inc. Weston is not presently served by the MBTA and service is not planned in the next ten years.

In 1970, Weston, with a population of 10,870, was the twelfth largest municipality in the grouped area. At that time, 1.3% of the town's population was non-white. During the 1973-74 school year, the public school enrollment was 2,886 pupils, of whom 4.1% were non-white, including persons of Spanish Surname. The school district is an applicant member of the Metropolitan Planning Project and belongs to 5 other voluntary educational collaboratives. There were 117 METCO students enrolled in the Weston public schools during 1973-74.

According to the 1970 U.S. Census, the annual median family income in Weston was \$23,530, the proportion of residents 25 years old and over who had completed high school was 90.2%, and the proportion of employed residents working in a professional or non-farm managerial capacity was 54.8%. Weston's tax base, as measured by an equalized valuation formula, provides \$62,422 per school attending child. The proportion of the 1972 municipal tax dollar that was spent on the public schools is not known; it is known that these funds constituted 82.8% of all public school revenues. Weston's comprehensive per pupil expenditure for the 1972-73 school year was \$1,600.

As compared to its 12 neighbors, Weston has the sixth largest percentage of non-white residents and the twelfth largest public school enrollment. It also has a comparatively high median income, a high percentage of persons 25 years old and over who have completed high school, and a high percentage of employed residents working in a professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, Weston ranks in the first quartile for median family income, the first quartile for percentage of persons who have completed high school, and the first quartile for percentage of residents employed in a professional or non-farm managerial capacity. Weston also ranks in the first quartile for per pupil expenditure, the first quartile for percentage of public school funds from local sources, and the first quartile for equalized valuation per school attending child.

COMMUNITY ANALYSES: GROUP V

The fifth group of communities includes: Cambridge, Chelsea, Everett, Malden, Medford, Melrose, Revere, Somerville, and Winthrop. These nine communities form an inner ring of suburbs around the city of Boston's North and Northeastern borders. All of these communities are members of the Greater Boston Regional Education Center. This group contains communities which are the poorer suburbs; they are municipalities which generally rank socio-economically lower than the city of Boston.

CAMBRIDGE The city of Cambridge is bordered by Boston, Watertown, Belmont, Somerville, and Arlington. It is approximately 2 miles from downtown Boston. In 1963, it took an automobile, during non-rush hour conditions, an average of 19 minutes to reach Boston from Cambridge. Cambridge is served by a network of roads. Mass transit from Cambridge to Boston is provided by the Boston and Maine Railroad, the Vermont Transit Lines, the MBTA Red Line, and MBTA buses.

In 1970, Cambridge, with a population of 100,361, was the largest municipality in the grouped area. At that time, 8.9% of the city's population was non-white. During the 1973-74 school year, the public school enrollment was 10,352 pupils, of whom 21.7% were non-white, including persons of Spanish Surname. The school district is an applicant member of the Metropolitan Planning Project and belongs to 4 other voluntary educational collaboratives. There were no METCO students in the Cambridge public schools during 1973-74.

According to the 1970 U.S. Census, the annual median family income in Cambridge was \$9,815, the proportion of residents 25 years old and over who had completed high school was 63.0%, and the proportion of employed residents working in a professional or non-farm managerial capacity was 39.5%. Cambridge's tax base, as measured by an equalized valuation formula, provides \$39,370 per school attending child. The proportion of the 1972 municipal tax dollar that was spent on the public schools was 33.6%; these funds constituted 84.5% of all public school revenues. Cambridge's comprehensive per pupil expenditure for the 1972-73 school year was \$1,698.

As compared to its eight neighbors, Cambridge has the largest percentage of non-white residents and the third largest public school enrollment. It also has a comparatively low median income, a high percentage of persons 25 years old and over who have completed high school, and a high percentage of employed residents working in a professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, Cambridge ranks in the fourth quartile for median family income, the fourth quartile for percentage of persons who have completed high school, and the second quartile for percentage of residents employed in a professional or non-farm managerial capacity. Cambridge also ranks in the first quartile for per pupil expenditure, the fourth quartile for percentage of municipal tax dollar spent on education, the first quartile for percentage of public school funds from local sources, and the first quartile for equalized valuation per school attending child.

CHELSEA The city of Chelsea is bordered by Everett, Revere, Boston, the Chelsea River, the Mystic River, Mill Creek, and the Island End River. It is approximately 2 miles from downtown Boston. In 1963 it took an automobile, during non-rush hour conditions, an average of 26 minutes to reach Boston from Chelsea. Principal highways serving Chelsea are the Northeast Expressway and the Mystic River Bridge. Mass transit from Chelsea to Boston is provided by the MBTA, with indirect bus service to Boston.

In 1970, Chelsea, with a population of 30,625, was the eighth largest municipality in the grouped area. At that time, 2.5% of the city's population was non-white. During the 1973-74 school year, the public school enrollment was 4,457 pupils, of whom 16% were non-white, including persons of Spanish Surname. The school district is an approving member of the Metropolitan Planning Project and belongs to 1 other voluntary educational collaborative. There were no METCO students enrolled in the Chelsea public schools during 1973-74.

According to the 1970 U.S. Census, the annual median family income in Chelsea was \$8,973, the proportion of residents 25 years old and over who had completed high school was 41.3%, and the proportion of employed residents working in a professional or non-farm managerial capacity was 15.0%. Chelsea's tax base, as measured by an equalized valuation formula, provides \$15,131 per school attending child. The proportion of the 1972 municipal tax dollar that was spent on public schools was 12.2%; these funds constituted 56.3% of all public school revenues. Chelsea's comprehensive per pupil expenditure for the 1972-73 school year was \$996.

As compared to its eight neighbors, Chelsea has the third largest percentage of non-white residents and the eighth largest public school enrollment. It also has a comparatively low median income, a low percentage of persons 25 years old and over who have completed high school, and a low percentage of employed residents working in a professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, Chelsea ranks in the lowest quartile for median family income, the lowest quartile

for percentage of persons who have completed high school, and the lowest quartile for percentage of residents employed in a professional or non-farm managerial capacity. Chelsea also ranks in the third quartile for per pupil expenditure, the lowest quartile for percentage of municipal tax dollars spent on education, the lowest quartile for percentage of public school funds from local sources, and the lowest quartile for equalized valuation per school attending child.

EVERETT The city of Everett is bordered by Malden, Revere, Chelsea, Medford, and Somerville, and separated from Boston by the Mystic River. It is approximately 4 miles from downtown Boston. In 1963, it took an automobile, during non-rush hour conditions, an average of 26 minutes to reach Boston from Everett. Principal highways serving Everett are State Routes #16 and #99. Mass transit from Everett to Boston is provided by the MBTA Orange Line and MBTA bus.

In 1970, Everett, with a population of 42,485, was the sixth largest municipality in the grouped area. At that time, 1.5% of the city's population was non-white. During the 1973-74 school year, the public school enrollment was 6,895 pupils, of whom 1.9% were non-white, including persons of Spanish Surname. The school district is not a member of the Metropolitan Planning Project and belongs to no other voluntary educational collaboratives. There were no METCO students enrolled in the Everett public schools during 1973-74.

According to the 1970 U.S. Census, the annual median family income in Everett was \$10,086, the proportion of residents 25 years old and over who had completed high school was 47.3%, and the proportion of employed residents working in a professional or non-farm managerial capacity was 15.8%. Everett's tax base, as measured by an equalized valuation formula, provides \$46,976 per school attending child. The figures for the proportion of the 1972 municipal tax dollar spent on the public schools were not available; however, these funds constituted 79.9% of all public school revenues. Everett's comprehensive per pupil expenditure for the 1972-73 school year was \$1,178.

As compared to its eight neighbors, Everett has the sixth largest percentage of non-white residents and the sixth largest public school enrollment. It also has a comparatively mid-range median income, a low percentage of persons 25 years old and over who have completed high school, and a low percentage of employed residents working in a professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, Everett ranks in the fourth quartile for median family income, the fourth quartile for percentage of persons who have completed high school, and the

fourth quartile for percentage of residents employed in a professional or non-farm managerial capacity. Everett also ranks in the second quartile for per pupil expenditure, the second quartile for percentage of public school funds from local sources, and the first quartile for equalized valuation per school attending child.

MALDEN The city of Malden is bordered by Stoneham, Melrose, Revere, Everett, and Medford. It is approximately 5 miles from downtown Boston. In 1963 it took an automobile, during non-rush hour conditions, an average of 31 minutes to reach Boston from Malden. Principal highways serving Malden are U.S. Route #1 and Interstate Route #93. Mass transit from Malden to Boston is provided by the Boston and Maine Railroad. Malden is presently served by the MBTA, with limited express bus service to Boston; an extension of the Orange Line to Malden is planned in the next ten years.

In 1970, Malden, with a population of 56,127, was the fourth largest municipality in the grouped area. At that time, 1.7% of the city's population was non-white. During the 1973-74 school year, the public school enrollment was 10,168 pupils, of whom 2.8% were non-white, including persons of Spanish Surname. The school district is not affiliated with the Metropolitan Planning Project but belongs to 4 other voluntary educational collaboratives. There were no METCO students enrolled in the Malden public schools during 1973-74.

According to the 1970 U.S. Census, the annual median family income in Malden was \$10,204, the proportion of residents 25 years old and over who had completed high school was 53.3%, and the proportion of employed residents working in a professional or non-farm managerial capacity was 18.7%. Malden's tax base, as measured by an equalized valuation formula, provides \$20,622 per school attending child. The proportion of the 1972 municipal tax dollar that was spent on the public schools was 37.3%; these funds constituted 39.4% of all public school revenues. Malden's comprehensive per pupil expenditure for the 1972-73 school year was \$901.

As compared to its neighbors, Malden has the fourth largest percentage of non-white residents and the fourth largest public school enrollment. It also has a comparatively mid-range median income, a mid-range percentage of persons 25 years old and over who have completed high school, and a mid-range percentage of employed residents working in a professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, Malden ranks in the fourth quartile for median family income, the fourth quartile for percentage of persons who have completed high school,

and the fourth quartile for percentage of residents employed in a professional or non-farm managerial capacity. Malden also ranks in the fourth quartile for per pupil expenditure, the fourth quartile for percentage of municipal tax dollar spent on education, the fourth quartile for percentage of school funds from local sources, and the fourth quartile for equalized valuation per school attending child.

MEDFORD The city of Medford is bordered by Everett, Malden, Stoneham, Somerville, Arlington, and Wincehester. It is approximately 5 miles from downtown Boston. In 1963 it took an automobile, during non-rush hour conditions, an average of 32 minutes to reach Boston from Medford. Principal highways serving Medford are State Route #28 and Interstate Route #93. Mass transit from Medford to Boston is provided by the Boston and Maine Railroad. Medford is presently served by MBTA express busses to Boston and non-express local service.

In 1970, Medford, with a population of 64,397, was the third largest municipality in the grouped area. At that time, 3% of the city's population was non-white. During the 1973-74 school year, the public school enrollment was 11,328 pupils, of whom 3.6% were non-white, including persons of Spanish Surname. The school district is not affiliated with the Metropolitan Planning Project but belongs to 4 other voluntary educational collaboratives. There were no METCO students enrolled in the Medford public schools during 1973-74.

According to the 1970 U.S. Census, the annual median family income in Medford was \$11,145, the proportion of residents 25 years old and over who had completed high school was 59.8%, and the proportion of employed residents working in a professional or non-farm managerial capacity was 20.8%. Medford's tax base, as measured by an equalized valuation formula, provides \$23,164 per school attending child. The proportion of the 1972 municipal tax dollar that was spent on the public schools was 40.7%; these funds constituted 72.0% of all public school revenues. Medford's comprehensive per pupil expenditure for the 1972-73 school year was \$985.

As compared to its eight neighbors, Malden has the second largest percentage of non-white residents and the second largest public school enrollment. It also has a comparatively high median income, a mid-range percentage of persons 25 years old and over who have completed high school, and a mid-range percentage of employed residents working in a professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, Medford ranks in the fourth quartile for median family income, percentage

of persons who have completed high school, percentage of residents employed in a professional or non-farm managerial capacity. Medford also ranks in the fourth quartile for per pupil expenditure, the fourth quartile for percentage of municipal tax dollar spent on education, the third quartile for percentage of public school funds from local sources, and the third quartile for equalized valuation per school attending child.

MELROSE The city of Melrose is bordered by Wakefield, Saugus, Malden, and Stoneham. It is approximately 7 miles from downtown Boston. In 1963 it took an automobile, during non-rush hour conditions, an average of 39 minutes to reach Boston from Melrose. Principal highways serving Melrose are U.S. Route #1 and State Route #99. Mass transit from Melrose to Boston is provided by the Boston and Maine Railroad. Melrose is presently served by the MBTA with limited bus service to Boston; an extension of the Orange line to Melrose is planned within the next ten years.

In 1970, Melrose, with a population of 33,180, was the seventh largest municipality in the grouped area. At that time, 0.7% of the town's population was non-white. During the 1973-74 school year, the public school enrollment was 6,706 pupils, of whom 0.8% were non-white, including persons of Spanish Surname. The school district is an approving member of the Metropolitan Planning Project and belongs to 3 other voluntary educational collaboratives. There were no METCO students enrolled in the Melrose public schools during 1973-74.

According to the 1970 U.S. Census, the annual median family income in Melrose was \$12,424, the proportion of residents 25 years old and over who had completed high school was 73.6%, and the proportion of employed residents working in a professional or non-farm managerial capacity was 32.2%. Melrose's tax base, as measured by an equalized valuation formula, provides \$32,320 per school attending child. The figures for the proportion of the 1972 municipal tax dollar that was spent on the public schools were not available, but these funds constituted 72.1% of all public school revenues. Melrose's comprehensive per pupil expenditure for the 1972-73 school year was \$1,059.

As compared to its eight neighbors, Melrose has the seventh largest percentage of non-white residents and the seventh largest public school enrollment. It also has a comparatively high median income, a high percentage of persons 25 years old and over who have completed high school, and a high percentage of employed residents working in a professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, Melrose ranks in the third quartile for median family income, the second quartile for percentage of persons who have completed high school

and the third quartile for percentage of residents employed in a professional or non-farm managerial capacity. Melrose also ranks in the third quartile for per pupil expenditure, the third quartile for percentage of public school funds from local sources, and the second quartile for equalized valuation per school attending child.

REVERE The city of Revere is bordered by Winthrop, Boston, Chelsea, Everett, Malden, Saugus, Lynn, and the Atlantic Ocean. It is approximately 5 miles from downtown Boston. In 1963 it took an automobile, during non-rush hour conditions, an average of 27 minutes to reach Boston from Revere. The principal highway serving Revere is the Northeast Expressway. Revere is a member of the MBTA, being served by bus and the Blue Line.

In 1970, Revere, with a population of 43,159, was the fifth largest municipality in the grouped area. At that time, 0.2% of the city's population was non-white. During the 1973-74 school year, the public school enrollment was 7,805 pupils, of whom 0.4% were non-white, including persons of Spanish Surname. The school district is an approving member of the Metropolitan Planning Project and belongs to 2 other voluntary educational collaboratives. There were no METCO students enrolled in the Revere public schools during 1973-74.

According to the 1970 U.S. Census, the annual median family income in Revere was \$10,325, the proportion of residents 25 years old and over who had completed high school was 51.3%, and the proportion of employed residents working in a professional or non-farm managerial capacity was 17.4%. Revere's tax base, as measured by an equalized valuation formula, provides \$24,495 per school attending child. The proportion of the 1972 municipal tax dollar that was spent on the public schools was 58.1%; these funds constituted 58.2% of all public school revenues. Revere's comprehensive per pupil expenditure for the 1972-73 school year was \$1,243.

As compared to its eight neighbors, Revere has the ninth largest percentage of non-white residents and the fifth largest public school enrollment. It also has a comparatively mid-range median income, a mid-range percentage of persons 25 years old and over who have completed high school, and a mid-range percentage of employed residents working in a professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, Revere ranks in the fourth quartile for median family income, percentage of persons who have completed high school, and percentage of residents employed in professional or non-farm managerial capacity. Revere also ranks in the first quartile for per pupil expenditure,

the second quartile for percentage of municipal tax dollar spent on education, the fourth quartile for percentage of public school funds from local sources, and the third quartile for equalized valuation per school attending child.

SOMERVILLE The city of Somerville is bordered by Arlington, Medford, Everett, Boston, and Cambridge. It is approximately 3 miles from downtown Boston. In 1963 it took an automobile, during non-rush hour conditions, an average of 22 minutes to reach Boston from Somerville. Principal highways serving Somerville are U.S. Route #1 and Interstate #93. Somerville is presently served by the MBTA with limited express service to Boston; an extension of the Red Line to Somerville is planned in the next ten years.

In 1970, Somerville, with a population of 88,779, was the second largest municipality in the grouped area. At that time, 1.6% of the city's population was non-white. During the 1973-74 school year, the public school enrollment was 12,921 pupils, of whom 3.1% were non-white, including persons of Spanish Surname. The school district is an approving member of the Metropolitan Planning Project and belongs to 2 other voluntary educational collaboratives. There were no METCO students enrolled in the Somerville public schools during 1973-74.

According to the 1970 U.S. Census, the annual median family income in Somerville was \$9,594, the proportion of residents 25 years old and over who had completed high school was 46.9%, and the proportion of employed residents working in a professional or non-farm managerial capacity was 16.0%. Somerville's tax base, as measured by an equalized valuation formula, provides \$18,841 per school attending child. The proportion of the 1972 municipal tax dollar that was spent on the public schools was 32.7%; these funds constituted 57.8% of all public school revenues. Somerville's comprehensive per pupil expenditure for the 1972-73 school year was \$856.

As compared to its eight neighbors, Somerville has the fifth largest percentage of non-white residents and the largest public school enrollment. It also has a comparatively low median income, a low percentage of persons 25 years old and over who have completed high school, and a low percentage of employed residents working in a professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, Somerville ranks in the fourth quartile for median family income, percentage of persons who have completed high school, and percentage of residents employed in a professional or non-farm managerial capacity. Somerville also ranks in the fourth quartile for per pupil expenditure, percentage of municipal tax dollar spent on education, percentage of public school funds from local sources, and equalized valuation per school attending child.

WINTHROP The town of Winthrop is a peninsula jutting southeast into the Atlantic Ocean. It is approximately 5 miles from downtown Boston. In 1963 it took an automobile, during non-rush hour conditions, an average of 26 minutes to reach Boston from Winthrop. The principal highway serving Winthrop is State Route #145. Mass transit from Winthrop to Boston is provided by the Rapid Transit, Inc. Winthrop is not presently served by the MBTA and service is not planned in the next ten years.

In 1970, Winthrop, with a population of 20,335, was the smallest municipality in the grouped area. At that time, 0.4% of the town's population was non-white. During the 1973-74 school year, the public school enrollment was 3,761 pupils, of whom 0.5% were non-white, including persons of Spanish Surname. The school district is not a member of the Metropolitan Planning Project but belongs to 3 other voluntary educational collaboratives. There were no METCO students enrolled in the Winthrop public schools during 1973-74.

According to the 1970 U.S. Census, the annual median family income in Winthrop was \$11,685, the proportion of residents 25 years old and over who had completed high school was 69.9%, and the proportion of employed residents working in a professional or non-farm managerial capacity was 28.2%. Winthrop's tax base, as measured by an equalized valuation formula, provides \$21,036 per school attending child. The proportion of the 1972 municipal tax dollar that was spent on the public schools was 45.3%; these funds constituted 59.7% of all public school revenues. Winthrop's comprehensive per pupil expenditure for the 1972-73 school year was \$874.

As compared to its eight neighbors, Winthrop has the eighth largest percentage of non-white residents and the lowest public school enrollment. It also has a comparatively high median income, a high percentage of persons 25 years old and over who have completed high school, and a high percentage of employed residents working in a professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, Winthrop ranks in the third quartile for median family income, percentage of persons who have completed high school, and percentage of residents employed in a professional or non-farm managerial capacity. Winthrop also ranks in the fourth quartile for per pupil expenditure, percentage of municipal tax dollar spent on education, percentage of public school funds from local sources, and equalized valuation per school attending child.

COMMUNITY ANALYSES: GROUP VI

The sixth group of communities includes: Bedford, Burlington, Lynn, Nahant, North Reading, Reading, Saugus, Stoneham, Wakefield, Wilmington, Winchester and Woburn. These 12 municipalities form the northern border of the Boston metropolitan area. All of these communities are members of the Northeast Regional Education Center. Of these communities, only Saugus is neither an applicant nor an approving school district of the Metropolitan Planning Project.

BEDFORD The town of Bedford is bordered by Billerica, Burlington, Lexington, Lincoln, Concord, and Carlisle. It is approximately 15 miles from downtown Boston. In 1963 it took an automobile, during non-rush hour conditions, an average of 47 minutes to reach Boston from Bedford. Principal highways serving Bedford are State Routes #225, #3, #4, and #62; Route #128 is easily accessible also. Mass transit from Bedford to Boston is provided by the Boston and Maine Railroad. Bedford is presently served by the MBTA with indirect service to Boston.

In 1970, Bedford, with a population of 13,513 was the tenth largest municipality in the grouped area. At that time, 2.1% of the town's population was non-white. During the 1973-74 school year, the public school enrollment was 3,950 pupils, of whom 4.7% were non-white, including persons of Spanish Surname. The school district is an applicant member of the Metropolitan Planning Project and belongs to 2 other voluntary educational collaboratives. There were no METCO students enrolled in the Bedford public schools during 1973-74.

According to the 1970 U.S. Census, the annual median family income in Bedford was \$14,271, the proportion of residents 25 years old and over who had completed high school was 79.1%, and the proportion of employed residents working in a professional or non-farm managerial capacity was 45.9%. Bedford's tax base, as measured by an equalized valuation formula, provides \$31,318 per school attending child. The proportion of the 1972 municipal tax dollar that was spent on the public schools was 62.8%; these funds constituted 73.4% of all public school revenues. Bedford's comprehensive per pupil expenditure for the 1972-73 school year was \$1,158.

As compared to its 11 neighbors, Bedford has the second largest percentage of non-white residents and the tenth largest public school enrollment. It also has a comparatively high median income, a high percentage of persons 25 years old and over who have completed high school, and a high percentage of employed residents working in a professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, Bedford ranks in the highest quartile for median family income, the second quartile for percentage of persons who have completed high school, and the first quartile for percentage of residents employed in a professional or non-farm managerial capacity. Bedford also ranks in the second quartile for per pupil expenditure, the first quartile for percentage of municipal tax dollar spent on education, the second quartile for percentage of public school funds from local sources, and the second quartile for equalized valuation per school attending child.

BURLINGTON The town of Burlington is bordered by Bedford, Billerica, Wilmington, Woburn, and Lexington. It is approximately 14 miles from downtown Boston. In 1963 it took an automobile, during non-rush hour conditions, an average of 46 minutes to reach Boston from Burlington. Principal highways serving Burlington are State Routes #128, #3, and #3A. No railroads or private carriers service Burlington. Burlington is presently served by the MBTA, with limited bus service to Boston.

In 1970, Burlington, with a population of 21,980, was the seventh largest municipality in the grouped area. At that time, 1.2% of the town's population was non-white. During the 1973-74 school year, the public school enrollment was 7,638 pupils, of whom 1.2% were non-white, including persons of Spanish Surname. The school district is an applicant member of the Metropolitan Planning Project and belongs to 2 other voluntary educational collaboratives. There were no METCO students enrolled in the Burlington public schools during 1973-74.

According to the 1970 U.S. Census, the annual median family income in Burlington was \$13,236, the proportion of residents 25 years old and over who had completed high school was 72.8%, and the proportion of employed residents working in a professional or non-farm managerial capacity was 32.7%. Burlington's tax base, as measured by an equalized valuation formula, provides \$30,038 per school attending child. The proportion of the 1972 municipal tax dollar that was spent on the public schools was 58.5%; these funds constituted 75.2% of all public school revenues. Burlington's comprehensive per pupil expenditure for the 1972-73 school year was \$1,041.

As compared to its 11 neighbors, Burlington has the third largest percentage of non-white residents and the third largest public school enrollment. It also has a comparatively high median income, a mid-range percentage of persons 25 years old and over who have completed high school, and a mid-range percentage of employed residents working in a professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, Burlington ranks in the second quartile for median family income, the third quartile for percentage of persons who have completed high school, and the second quartile for percentage of residents employed in a professional or non-farm managerial capacity. Burlington also ranks in the third quartile for per pupil expenditure, the second quartile for percentage of municipal tax dollar spent on education, the second quartile for percentage of public school funds from local sources, and the third quartile for equalized valuation per school attending child.

LYNN The city of Lynn is bordered by Lynnfield, Peabody, Salem, Saugus, Swampscott, Nahant, Revere, the Saugus River, and the Atlantic Ocean. It is approximately 11 miles from downtown Boston. In 1963 it took an automobile, during non-rush hour conditions, an average of 38 minutes to reach Boston from Lynn. Principal highways serving Lynn are U.S. #1, State Route #129 and #1A. Mass transit from Lynn to Boston is provided by the Boston and Maine Railroad. Lynn is presently served by the MBTA, having limited express bus service to Boston; an expansion of the Blue Line to Lynn is planned in the next ten years.

In 1970, Lynn, with a population of 90,294, was the largest municipality in the grouped area. At that time, 3.1% of the city's population was non-white. During the 1973-74 school year, the public school enrollment was 15,226 pupils, of whom 7.3% were non-white, including persons of Spanish Surname. The school district is an approving member of the Metropolitan Planning Project and belongs to 2 other voluntary educational collaboratives. There were no METCO students enrolled in the Lynn public schools during 1973-74.

According to the 1970 U.S. Census, the annual median family income in Lynn was \$9,739, the proportion of residents 25 years old and over who had completed high school was 53.0%, and the proportion of employed residents working in a professional or non-farm managerial capacity was 18.6%. Lynn's tax base, as measured by an equalized valuation formula, provides \$25,412 per school attending child. The proportion of the 1972 municipal tax dollar that was spent on the public schools was 35%; these funds constituted 72.3% of all public school revenues. Lynn's comprehensive per pupil expenditure for the 1972-73 school year was \$1,045.

As compared to its 11 neighbors, Lynn has the largest percentage of non-white residents and the largest public school enrollment. It also has a comparatively low median income, a low percentage of persons 25 years old and over who have completed high school, and a low percentage of employed residents working in a professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, Lynn ranks in the fourth quartile for median family income, percentage of persons who have completed high school, and percentage of residents employed in a professional or non-farm managerial capacity. Lynn also ranks in the third quartile for per pupil expenditure, the fourth quartile for percentage of municipal tax dollar spent on education, the third quartile for percentage of public school funds from local sources, and the third quartile for equalized valuation per school attending child.

NAHANT The town of Nahant is bordered by Lynn and the Atlantic Ocean. It is approximately 15 miles from downtown Boston. In 1963 it took an automobile, during non-rush hour conditions, an average of 43 minutes to reach Boston from Nahant. Principal highways serving Nahant are State Routes #129 and #1A. Nahant is serviced by the MBTA and has indirect bus service to Boston. No private carriers service the area.

In 1970, Nahant, with a population of 4,119, was the smallest municipality in the grouped area. At that time, 0.9% of the town's population was non-white. During the 1973-74 school year, the public school enrollment was 677 pupils, of whom 0.9% were non-white, including persons of Spanish Surname. The school district is an approving member of the Metropolitan Planning Project and does not belong to any other voluntary educational collaboratives. There were no METCO students enrolled in the Nahant public schools during 1973-74.

According to the 1970 U.S. Census, the annual median family income in Nahant was \$12,656, the proportion of residents 25 years old and over who had completed high school was 76.6%, and the proportion of employed residents working in a professional or non-farm managerial capacity was 40.6%. Nahant's tax base, as measured by an equalized valuation formula, provides \$32,328 per school attending child. Information on the proportion of the 1972 municipal tax dollar that was spent on the public schools is not available, but 73.2% of school funds came from the municipality. Nahant's comprehensive per pupil expenditure for the 1972-73 school year was \$1,014.

As compared to its 11 neighbors, Nahant has the fourth largest percentage of non-white residents and the smallest public school enrollment. It also has a comparatively mid-range median income, a high percentage of persons 25 years old and over who have completed high school, and a high percentage of employed residents working in a professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, Nahant ranks in the third quartile for median family income, second quartile for percentage of persons who have completed high school, and second quartile for percentage of residents employed in a professional or non-farm managerial capacity. Nahant also ranks in the third quartile for per pupil expenditure, for percentage of public school funds from local sources, and the second quartile equalized valuation per school attending child. Information on the percentage of municipal tax dollars spent on education was not available.

NORTH READING The town of North Reading is bordered by Wilmington, Andover, North Andover, Middleton, Lynnfield, and Reading. It is approximately 16 miles from downtown Boston. In 1963 it took an automobile, during non-rush hour conditions, an average of 48 minutes to reach Boston from North Reading. Principal highways serving North Reading are State Routes #63, and #28. Mass transit from North Reading to Boston is provided by the MBTA, with limited bus service to Boston. There are no private carriers serving North Reading.

In 1970, North Reading, with a population of 11,264, was the eleventh largest municipality in the grouped area. At that time, 0.5% of the town's population was non-white. During the 1973-74 school year, the public school enrollment was 3,416 pupils, of whom 0.9% were non-white, including persons of Spanish Surname. The school district is an approving member of the Metropolitan Planning Project and belongs to 3 other voluntary educational collaboratives. There were no METCO students enrolled in the North Reading public schools during 1973-74.

According to the 1970 U.S. Census, the annual median family income in North Reading was \$12,485, the proportion of residents 25 years old and over who had completed high school was 70.6%, and the proportion of employed residents working in a professional or non-farm managerial capacity was 29.7%. North Reading's tax base, as measured by an equalized valuation formula, provides \$20,170 per school attending child. The proportion of the 1972 municipal tax dollar that was spent on the public schools was 60.9%; these funds constituted 50.5% of all public school revenues. North Reading's comprehensive per pupil expenditure for the 1972-73 school year was \$960.

As compared to its 11 neighbors, North Reading has the ninth largest percentage of non-white residents and the eleventh largest public school enrollment. It also has a comparatively mid-range median income, a mid-range percentage of persons 25 years old and over who have completed high school, and a mid-range percentage of employed residents working in a professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, North Reading ranks in the third quartile for median family income, for percentage of persons who have completed high school, and for percentage of residents employed in a professional or non-farm managerial capacity. North Reading also ranks in the fourth quartile for per pupil expenditure, the second quartile for percentage of municipal tax dollar spent on education, the fourth quartile for percentage of public school funds from local sources, and the fourth quartile for equalized valuation per school attending child.

READING The town of Reading is bordered by North Reading, Lynnfield, Wakefield, Stoneham, Woburn, and Wilmington. It is approximately 12 miles from downtown Boston. In 1963 it took an automobile, during non-rush hour conditions, an average of 43 minutes to reach Boston from Reading. Principal highways serving Reading are State Routes #28, #129, and #128. Mass transit from Reading to Boston is provided by the Boston & Maine Railroad and limited MBTA express bus service; an extension of the Orange Line to Reading is planned within the next ten years.

In 1970, with a population of 22,539, Reading was the fifth largest municipality in the grouped area. At that time, 0.4% of the town's population was non-white. During the 1973-74 school year, the public school enrollment was 6,231 pupils, of whom 0.6% were non-white, including persons of Spanish Surname. The school district is an applicant member of the Metropolitan Planning Project and belongs to 3 other voluntary educational collaboratives. There were 32 METCO students enrolled in the Reading public schools during 1973-74.

According to the 1970 U.S. Census, the annual median family income in Reading was \$13,434, the proportion of residents 25 years old and over who had completed high school was 77.4%, and the proportion of employed residents working in a professional or non-farm managerial capacity was 36.4%. Reading's tax base, as measured by an equalized valuation formula, provides \$24,891 per school attending child. The proportion of the 1972 municipal tax dollar that was spent on the public schools was 56.9%; these funds constituted 68.1% of all public school revenues. Reading's comprehensive per pupil expenditure for the 1972-73 school year was \$976.

As compared to its 11 neighbors, Reading has the tenth largest percentage of non-white residents and the fifth largest public school enrollment. It also has a comparatively high median income, a high percentage of persons 25 years old and over who have completed high school, and a high percentage of employed residents working in a professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, Reading ranks in the second quartile for median family income, percentage of persons who have completed high school, and percentage of residents employed in a professional or non-farm managerial capacity. Reading also ranks in the fourth quartile for per pupil expenditure, the second quartile for percentage of municipal tax dollar spent on education, the third quartile for percentage of public school funds from local sources, and the third quartile for equalized valuation per school attending child.

SAUGUS The town of Saugus is bordered by Lynnfield, Revere, Malden, Wakefield, and Melrose. It is approximately 10 miles from downtown Boston. In 1963 it took an automobile, during non-rush hour conditions, an average of 35 minutes to reach Boston from Saugus. Principal highways serving Saugus are U.S. #1 and State Routes #107, Cl, and #129. Mass transit from Saugus to Boston include The Greyhound Corp. and Michaud Bus Lines, Inc. Saugus is presently served by the MBTA with limited bus service to Boston.

In 1970, Saugus, with a population of 25,110, was the fourth largest municipality in the grouped area. At that time, 0.6% of the town's population was non-white. During the 1973-74 school year, the public school enrollment was 6,286 pupils, of whom 0.5% were non-white, including persons of Spanish Surname. The school district is not a member of the Metropolitan Planning Project but belongs to 1 other voluntary educational collaborative. There were no METCO students enrolled in the Saugus public schools during 1973-74.

According to the 1970 U.S. Census, the annual median family income in Saugus was \$11,541, the proportion of residents 25 years old and over who had completed high school was 63.5%, and the proportion of employed residents working in a professional or non-farm managerial capacity was 21.5%. Saugus' tax base, as measured by an equalized valuation formula, provides \$32,189 per school attending child. The proportion of the 1972 municipal tax dollar that was spent on the public schools was 55.6%; these funds constituted 76.6% of all public school revenues. Saugus' comprehensive per pupil expenditure for the 1972-73 school year was \$1,020.

As compared to its 11 neighbors, Saugus has the eighth largest percentage of non-white residents and the fourth largest public school enrollment. It also has a comparatively low median income, a low percentage of persons 25 years old and over who have completed high school, and a low percentage of employed residents working in a professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, Saugus ranks in the third quartile for median family income, the fourth quartile for percentage of persons who have completed high school, and the fourth quartile for percentage of residents employed in a professional or non-farm managerial capacity. Saugus also ranks in the third quartile for per pupil expenditure, the second quartile for percentage of municipal tax dollar spent on education, the second quartile for percentage of public school funds from local sources, and the second quartile for equalized valuation per school attending child.

STONEHAM The town of Stoneham is bordered by Reading, Wakefield, Melrose, Medford, Malden, Winchester, and Woburn. It is approximately 13 miles from downtown Boston. In 1963 it took an automobile, during non-rush hour conditions, an average of 34 minutes to reach Boston from Stoneham. Principal highways serving Stoneham are Interstate #93 and Route #128. Mass transit from Stoneham to Boston is provided by the Hudson Bus Lines and indirect MBTA bus service to Boston.

In 1970, Stoneham, with a population of 20,725, was the eighth largest municipality in the grouped area. At that time, 0.7% of the town's population was non-white. During the 1973-74 school year, the public school enrollment was 4,590 pupils, of whom 1.1% were non-white, including persons of Spanish Surname. The school district is an applicant member of the Metropolitan Planning Project and belongs to 4 other voluntary educational collaboratives. There were no METCO students enrolled in the Stoneham public schools during 1973-74.

According to the 1970 U.S. Census, the annual median family income in Stoneham was \$12,281, the proportion of residents 25 years old and over who had completed high school was 72.8%, and the proportion of employed residents working in a professional or non-farm managerial capacity was 30.4%. Stoneham's tax base, as measured by an equalized valuation formula, provides \$27,956 per school attending child. The proportion of the 1972 municipal tax dollar that was spent on the public schools was 53.4%; these funds constituted 72.7% of all public school revenues. Stoneham's comprehensive per pupil expenditure for the 1972-73 school year was \$1,067.

As compared to its 11 neighbors, Stoneham has the seventh largest percentage of non-white residents and the ninth largest public school enrollment. It also has a comparatively mid-range median income, a mid-range percentage of persons 25 years old and over who have completed high school, and a mid-range percentage of employed residents working in a professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, Stoneham ranks in the third quartile for median family income, for percentage of persons who have completed high school, and for percentage of residents employed in a professional or non-farm managerial capacity. Stoneham also ranks in the third quartile for per pupil expenditure, percentage of municipal tax dollar spent on education, percentage of public school funds from local sources, and equalized valuation per school attending child.

WAKEFIELD The town of Wakefield is bordered by Stoneham, Reading, Melrose, Saugus, and Lynnfield. It is approximately 10 miles from downtown Boston. In 1963 it took an automobile, during non-rush hour conditions, an average of 37 minutes to reach Boston from Wakefield. Principal highways serving Wakefield are State Route #128 and #129. Mass transit from Wakefield to Boston is provided by the Boston and Maine Railroad. Wakefield is presently served by the MBTA with indirect bus service to Boston; there is a planned expansion of the Orange Line to Wakefield.

In 1970, Wakefield, with a population of 25,402, was the third largest municipality in the grouped area. At that time, 0.3% of the town's population was non-white. During the 1973-74 school year, the public school enrollment was 5,257 pupils, of whom 1.0% were non-white, including persons of Spanish Surname. The school district is an approving member of the Metropolitan Planning Project and belongs to 4 other voluntary educational collaboratives. There were 13 METCO students enrolled in the Wakefield public schools during 1973-74.

According to the 1970 U.S. Census, the annual median family income in Wakefield was \$12,412, the proportion of residents 25 years old and over who had completed high school was 66.9%, and the proportion of employed residents working in a professional or non-farm managerial capacity was 28.7%. Wakefield's tax base, as measured by an equalized valuation formula, provides \$33,047 per school attending child. The proportion of the 1972 municipal tax dollar that was spent on the public schools was 49.6%; these funds constituted 69.5% of all public school revenues. Wakefield's comprehensive per pupil expenditure for the 1972-73 school year was \$1,069.

As compared to its 11 neighbors, Wakefield has the smallest percentage of non-white residents and the eighth largest public school enrollment. It also has a comparatively mid-range median income, a low percentage of persons 25 years old and over who have completed high school, and a mid-range percentage of employed residents working in either a professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, Wakefield ranks in the third quartile for median family income, percentage of persons who have completed high school, and percentage of residents employed in a professional or non-farm managerial capacity. Wakefield also ranks in the third quartile for per pupil expenditure, the third quartile for percentage of municipal tax dollar spent on education, the third quartile for percentage of public school funds from local sources, and the second quartile for equalized valuation per school attending child.

WILMINGTON The town of Wilmington is bordered by Andover, North Reading, Reading, Woburn, Burlington, Billerica, and Twerksbury. It is approximately 16 miles from downtown Boston. In 1963 it took an automobile, during non-rush hour conditions, an average of 44 minutes to reach Boston from Wilmington. Principal highways serving Wilmington are Interstate Route #93 and State Routes #38, #63, and #129. Mass transit from Wilmington to Boston is provided by the Boston and Maine Railroad service. Wilmington is presently served by the MBTA with indirect bus service to Boston.

In 1970, Wilmington, with a population of 17,102, was the ninth largest municipality in the grouped area. At that time, 0.4% of the town's population was non-white. During the 1973-74 school year, the public school enrollment was 5,519 pupils, of whom 0.7% were non-white, including persons of Spanish Surname. The school district is an approving member of the Metropolitan Planning Project and belongs to 4 other voluntary educational collaboratives. There were no METCO students enrolled in the Wilmington public schools during 1973-74.

According to the 1970 U.S. Census, the annual median family income in Wilmington was \$11,713, the proportion of residents 25 years old and over who had completed high school was 64.9%, and the proportion of employed residents working in a professional or non-farm managerial capacity was 24.1%. Wilmington's tax base, as measured by an equalized valuation formula, provides \$25,370 per school attending child. The proportion of the 1972 municipal tax dollar that was spent on the public schools was 66.1%; these funds constituted 65.6% of all public school revenues. Wilmington's comprehensive per pupil expenditure for the 1972-73 school year was \$1,034.

As compared to its 11 neighbors, Wilmington has the tenth largest percentage of non-white residents and the sixth largest public school enrollment. It also has a comparatively low median income, a low percentage of persons 25 years old and over who have completed high school, and a low percentage of employed residents working in a professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, Wilmington ranks in the third quartile for median family income, the third quartile for percentage of persons who have completed high school, and the fourth quartile for percentage of residents employed in a professional or non-farm managerial capacity. Wilmington also ranks in the fourth quartile for per pupil expenditure, the first quartile for percentage of municipal tax dollar spent on education, the third quartile for percentage of public school funds from local sources, and the third quartile for equalized valuation per school attending child.

WINCHESTER The town of Winchester is bordered by Woburn, Stoneham, Medford, Arlington, and Lexington. It is approximately 8 miles from downtown Boston. In 1963 it took an automobile, during non-rush hour conditions, an average of 38 minutes to reach Boston from Winchester. Principal highways serving Winchester are U.S. Route #3 and Interstate Route #93. Mass transit from Winchester to Boston is provided by the Boston and Maine Railroad, and MBTA bus service.

In 1970, Winchester, with a population of 22,269, was the sixth largest municipality in the grouped area. At that time, 0.9% of the town's population was non-white. During the 1973-74 school year, the public school enrollment was 5,448 pupils, of whom 1.0% were non-white, including persons of Spanish Surname. The school district is an approving member of the Metropolitan Planning Project and belongs to 3 other voluntary educational collaboratives. There were no METCO students enrolled in the Winchester public schools during 1973-74.

According to the 1970 U.S. Census, the annual median family income in Winchester was \$16,339, the proportion of residents 25 years old and over who had completed high school was 82.7%, and the proportion of employed residents working in a professional or non-farm managerial capacity was 47.9%. Winchester's tax base, as measured by an equalized valuation formula, provides \$36,035 per school attending child. The proportion of the 1972 municipal tax dollar that was spent on the public schools was 59.7%; these funds constituted 84.5% of all public school revenues. Winchester's comprehensive per pupil expenditure for the 1972-73 school year was \$1,229.

As compared to its 11 neighbors, Winchester has the fourth largest percentage of non-white residents and the seventh largest public school enrollment. It also has a comparatively high median income, a high percentage of persons 25 years old and over who have completed high school, and a high percentage of employed residents working in a professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, Winchester ranks in the first quartile for median family income for percentage of persons who have completed high school, and for percentage of residents employed in a professional or non-farm managerial capacity. Winchester also ranks in the first quartile for per pupil expenditure, the second quartile for percentage of municipal tax dollar spent on education, the first quartile for percentage of public school funds from local sources, and the second quartile for equalized valuation per school attending child.

WOBURN The city of Woburn is bordered by Wilmington, Reading, Stoneham, Winchester, Lexington, and Burlington. It is approximately 10 miles from downtown Boston. In 1963 it took an automobile, during non-rush hour conditions, an average of 41 minutes to reach Boston from Woburn. Principal highways serving Woburn are Interstate Route #93 and Route #128. Mass transit from Woburn to Boston includes the Boston and Maine Railroad Service. Woburn is presently served by the MBTA with indirect bus service to Boston.

In 1970, Woburn, with a population of 37,406, was the second largest municipality in the grouped area. At that time, 0.9% of the town's population was non-white. During the 1973-74 school year, the public school enrollment was 9,831 pupils, of whom 2.0% were non-white, including persons of Spanish Surname. The school district is an approving member of the Metropolitan Planning Project and belongs to 4 other voluntary educational collaboratives. There were no METCO students enrolled in the Woburn public schools during 1973-74.

According to the 1970 U.S. Census, the annual median family income in Woburn was \$11,748, the proportion of residents 25 years old and over who had completed high school was 67.2%, and the proportion of employed residents working in a professional or non-farm managerial capacity was 23.7%. Woburn's tax base, as measured by an equalized valuation formula, provides \$24,279 per school attending child. There is no information available on the proportion of the 1972 municipal tax dollar that was spent on the public schools, but 72.2% of school funds came from local sources. Woburn's comprehensive per pupil expenditure for the 1972-73 school year was \$987.

As compared to its 11 neighbors, Woburn has the fourth largest percentage of non-white residents and the second largest public school enrollment. It also has a comparatively low median income, a mid-range percentage of persons 25 years old and over who have completed high school, and a low percentage of employed residents working in a professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, Woburn ranks in the third quartile for median family income, the third quartile for percentage of persons who have completed high school, and the fourth quartile for percentage of residents employed in a professional or non-farm managerial capacity. Woburn also ranks in the fourth quartile for per pupil expenditure, the third quartile for percentage of public school funds from local sources, and the third quartile for equalized valuation per school attending child.

COMMUNITIES ANALYSES: GROUP VII

The seventh group of communities includes: Beverly, Danvers, Hamilton, Lynnfield, Manchester, Marblehead, Middleton, Peabody, Salem, Swampscott, Topsfield, and Wenham. These 12 municipalities form the northeastern border of the Boston metropolitan area. All of these communities are members of the Northeast Regional Education Center. The area contains both older coastal towns and newer residential suburbs.

BEVERLY The city of Beverly is bordered by Danvers, Wenham, Manchester, Beverly Harbor and the Danvers River. It is approximately 18 miles from downtown Boston. In 1963 it took an automobile, during non-rush hour conditions, an average of 50 minutes to reach Boston from Beverly. The principal highway serving Beverly is State Route #128. Mass transit from Beverly to Boston is provided by the Boston & Maine Railroad. Beverly is not presently served by the MBTA, but Blue Line service is planned within the next ten years.

In 1970, Beverly, with a population of 38,348, was the third largest municipality in the grouped area. At that time, 0.7% of the city's population was non-white. During the 1973-74 school year, the public school enrollment was 8,339 pupils, of whom 1.4% were non-white, including persons of Spanish Surname. The school district is an approving member of the Metropolitan Planning Project and belongs to 1 other voluntary educational collaborative. There were no METCO students enrolled in the Beverly public schools during 1973-74.

According to the 1970 U.S. Census, the annual median family income in Beverly was \$11,292, the proportion of residents 25 years old and over who had completed high school was 68.4%, and the proportion of employed residents working in a professional or non-farm managerial capacity was 28.4%. Beverly's tax base, as measured by an equalized valuation formula, provides \$26,344 per school attending child. The proportion of the 1972 municipal tax dollar that was spent on the public schools was 41.7%; these funds constituted 72.5% of all public school revenues. Beverly's comprehensive per pupil expenditure for the 1972-73 school year was \$941.

As compared to its 11 neighbors, Beverly has the fourth largest percentage of non-white residents and the second largest public school enrollment. It also has a comparatively mid-range median income, a low percentage of persons 25 years old and over who have completed high school, and a low percentage of employed residents working in a professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, Beverly ranks in the fourth quartile for median family income, the third quartile for percentage of persons who have completed high school, and the third quartile for percentage of residents employed in a professional or non-farm managerial capacity. Beverly also ranks in the fourth quartile for per pupil expenditure, the fourth quartile for percentage of municipal tax dollar spent on education, the third quartile for percentage of public school funds from local sources, and the third quartile for equalized valuation per school attending child.

DANVERS The town of Danvers is bordered by Salem, Wenham, Beverly, Topsfield, Middleton, and Peabody. It is approximately 17 miles from downtown Boston. In 1963 it took an automobile, during non-rush hour conditions, an average of 44 minutes to reach Boston from Danvers. Principal highways serving Danvers are U.S. Route #1, State Routes #128, #114, and #62, and Interstate Route #95. Mass transit from Danvers to Boston is provided by the Greyhound Corporation and the Boston Commuter Lines, Inc. Danvers also has indirect MBTA bus service to Boston.

In 1970, Danvers, with a population of 26,151, was the fourth largest municipality in the grouped area. At that time, 0.4% of the town's population was non-white. During the 1973-74 school year, the public school enrollment was 5,698 pupils, of whom 0.3% were non-white, including persons of Spanish Surname. The school district is not a member of the Metropolitan Planning Project but belongs to 3 other voluntary educational collaboratives. There were no METCO students enrolled in the Danvers public schools during 1973-74.

According to the 1970 U.S. Census, the annual median family income in Danvers was \$12,516, the proportion of residents 25 years old and over who had completed high school was 67.4%, and the proportion of employed residents working in a professional or non-farm managerial capacity was 30.5%. Danvers' tax base, as measured by an equalized valuation formula, provides \$29,846 per school attending child. The proportion of the 1972 municipal tax dollar that was spent on the public schools was 59%; these funds constituted 73.3% of all public school revenues. Danvers' comprehensive per pupil expenditure for the 1972-73 school year was \$1,021.

As compared to its 11 neighbors, Danvers has the seventh largest percentage of non-white residents and the fourth largest public school enrollment. It also has a comparatively mid-range median income, a low percentage of persons 25 years old and over who have completed high school, and a mid-range percentage of employed residents working in a professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, Danvers ranks in the third quartile for median family income, the third quartile for percentage of persons who have completed high school, and the third quartile for percentage of residents employed in a professional or non-farm managerial capacity. Danvers also ranks in the third quartile for per pupil expenditure, the second quartile for percentage of municipal tax dollar spent on education, the second quartile for percentage of public school funds from local sources, and the third quartile for equalized valuation per school attending child.

HAMILTON The town of Hamilton is bordered by Ipswich, Essex, Manchester, Wenham, and Topsfield. It is approximately 24 miles from downtown Boston. In 1963 it took an automobile, during non-rush hour conditions, an average of 52 minutes to reach Boston from Hamilton. Principal highways serving Hamilton are State Routes #1A and #22. Mass transit from Hamilton to Boston is provided by the Boston & Maine Railroad. Hamilton is not presently served by the MBTA; service is not planned in the next ten years.

In 1970, Hamilton, with a population of 6,373, was the eighth largest municipality in the grouped area. At that time, 0.4% of the town's population was non-white, including persons of Spanish Surname. The school district is an approving member of the Metropolitan Planning Project and belongs to 3 other voluntary educational collaboratives. There were no METCO students enrolled in the Hamilton public schools during 1973-74.

According to the 1970 U.S. Census, the annual median family income in Hamilton was \$12,797, the proportion of residents 25 years old and over who had completed high school was 80%, and the proportion of employed residents working in a professional or non-farm managerial capacity was 38.6%. Hamilton's tax base, as measured by an equalized valuation formula, provides \$27,475 per school attending child. The proportion of the 1972 municipal tax dollar that was spent on the public schools was 65%; these funds constituted 77.7% of all public school revenues. Hamilton's comprehensive per pupil expenditure for the 1972-73 school year was \$963.

As compared to its 11 neighbors, Hamilton has the seventh largest percentage of non-white residents and the ninth largest public school enrollment. It also has a comparatively mid-range median income, a mid-range percentage of persons 25 years old and over who have completed high school, and a mid-range percentage of employed residents working in a professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, Hamilton ranks in the second quartile for median family income, the second quartile for percentage of persons who have completed high school, and the second quartile for percentage of residents employed in a professional or non-farm managerial capacity. Hamilton also ranks in the fourth quartile for per pupil expenditure, the first quartile for percentage of municipal tax dollar spent on education, the second quartile for percentage of public school funds from local sources, and the third quartile for equalized valuation per school attending child.

LYNNFIELD The town of Lynnfield is bordered by North Reading, Reading, Middleton, Peabody, Lynn, Saugus, and Wakefield. It is approximately 12 miles from downtown Boston. In 1963 it took an automobile, during non-rush hour conditions, an average of 38 minutes to reach Boston from Lynnfield. Principal highways serving Lynnfield are U.S. #1 and State Route #128. Mass transit from Lynnfield to Boston is provided by the Greyhound Corp. and Michaud Bus Lines, Inc. Lynnfield is not presently served by the MBTA; service is not planned in the next ten years.

In 1970, Lynnfield, with a population of 10,826, was the seventh largest municipality in the grouped area. At that time, 0.2% of the town's population was non-white. During the 1973-74 school year, the public school enrollment was 3,232 pupils, of whom 2.5% were non-white, including persons of Spanish Surname. The school district is not a member of the Metropolitan Planning Project but belongs to 5 other voluntary educational collaboratives. There were 15 METCO students enrolled in the Lynnfield public schools during 1973-74.

According to the 1970 U.S. Census, the annual median family income in Lynnfield was \$16,242, the proportion of residents 25 years old and over who had completed high school was 83.2%, and the proportion of employed residents working in a professional or non-farm managerial capacity was 47.5%. Lynnfield's tax base, as measured by an equalized valuation formula, provides \$32,914 per school attending child. The proportion of the 1972 municipal tax dollar that was spent on the public schools was 70%; these funds constituted 74.8% of all public school revenues. Lynnfield's comprehensive per pupil expenditure for the 1972-73 school year was \$1,158.

As compared to its 11 neighbors, Lynnfield has the lowest percentage of non-white residents and the sixth largest public school enrollment. It also has a comparatively high median income, a high percentage of persons 25 years old or over who have completed high school, and a high percentage of employed residents working in a professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, Lynnfield ranks in the first quartile for median family income, the first quartile for percentage of persons who have completed high school, and the first quartile for percentage of residents employed in a professional or non-farm managerial capacity. Lynnfield also ranks in the second quartile for per pupil expenditure, the first quartile for percentage of municipal tax dollar spent on education, the second quartile for percentage of public school funds from local sources, and the second quartile for equalized valuation per school attending child.

MANCHESTER The town of Manchester is bordered by Beverly, Wenham, Hamilton, Essex, Gloucester, and the Atlantic Ocean. It is approximately 32 miles from downtown Boston. In 1963 it took an automobile, during non-rush hour conditions, an average of 55 minutes to reach Boston from Manchester. Principal highways serving Manchester are State Routes #128 and #127. Mass transit from Manchester to Boston is provided by the Boston & Maine Railroad. Manchester is not presently served by the MBTA; service is not planned in the next ten years.

In 1970, Manchester, with a population of 5,151, was the tenth largest municipality in the grouped area. At that time, 0.4% of the town's population was non-white. During the 1973-74 school year, the public school enrollment was 1,287 pupils, of whom 0.2% were non-white, including persons of Spanish Surname. The school district is an approving member of the Metropolitan Planning Project and belongs to no other voluntary educational collaboratives. There were no METCO students enrolled in the Manchester public schools during 1973-74.

According to the 1970 U.S. Census, the annual median family income in Manchester was \$12,677, the proportion of residents 25 years old and over who had completed high school was 82.9%, and the proportion of employed residents working in a professional or non-farm managerial capacity was 42.6%. Manchester's tax base, as measured by an equalized valuation formula, provides \$42,602 per school attending child. The proportion of the 1972 municipal tax dollar that was spent on the public schools was 50%; these funds constituted 84.3% of all public school revenues. Manchester's comprehensive per pupil expenditure for the 1972-73 school year was \$1,063.

As compared to its 11 neighbors, Manchester has the seventh largest percentage of non-white residents and the eighth largest public school enrollment. It also has a comparatively mid-range median income, a high percentage of persons 25 years old and over who have completed high school, and a mid-range percentage of employed residents working in a professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, Manchester ranks in the second quartile for median family income, the first quartile for percentage of persons who have completed high school, and the second quartile for percentage of residents employed in a professional or non-farm managerial capacity. Manchester also ranks in the third quartile for per pupil expenditure, the third quartile for percentage of municipal tax dollar spent on education, the first quartile for percentage of public school funds from local sources, and the first quartile for equalized valuation per school attending child.

MARBLEHEAD The town of Marblehead is bordered by Swampscott, Salem, and the Atlantic Ocean. It is approximately 17 miles from downtown Boston. In 1963 it took an automobile, during non-rush hour conditions, an average of 47 minutes to reach Boston from Marblehead. Principal highways serving Marblehead are State Routes #129 and #114. Marblehead is presently served by the MBTA with limited express bus service to Boston.

In 1970, Marblehead, with a population of 21,295, was the fifth largest municipality in the grouped area. At that time, 0.3% of the town's population was non-white. During the 1973-74 school year, the public school enrollment was 4,643 pupils, of whom 0.9% were non-white, including persons of Spanish Surname. The school district is an approving member of the Metropolitan Planning Project and belongs to 3 other voluntary educational collaboratives. There were 40 METCO students enrolled in the Marblehead public schools during 1973-74.

According to the 1970 U.S. Census, the annual median family income in Marblehead was \$14,222, the proportion of residents 25 years old and over who had completed high school was 85.3%, and the proportion of employed residents working in a professional or non-farm managerial capacity was 44.9%. Marblehead's tax base, as measured by an equalized valuation formula, provides \$43,148 per school attending child. The proportion of the 1972 municipal tax dollar that was spent on the public schools was 56%; these funds constituted 80.1% of all public school revenues. Marblehead's comprehensive per pupil expenditure for the 1972-73 school year was \$1,081.

As compared to its 11 neighbors, Marblehead has the eighth largest percentage of non-white residents and the fifth largest public school enrollment. It also has a comparatively high median income, a high percentage of persons 25 years old and over who have completed high school, and a high percentage of employed residents working in a professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, Marblehead ranks in the second quartile for median family income, the first quartile for percentage of persons who have completed high school, and the first quartile for percentage of residents employed in a professional or non-farm managerial capacity. Marblehead also ranks in the third quartile for per pupil expenditure, the second quartile for percentage of municipal tax dollar spent on education, the first quartile for percentage of public school funds from local sources, and the first quartile for equalized valuation per school attending child.

MIDDLETON The town of Middleton is bordered by Topsfield, Danvers, Peabody, Lynnfield, North Reading, North Andover, and Boxford. It is approximately 19 miles from downtown Boston. In 1963 it took an automobile, during non-rush hour conditions, an average of 50 minutes to reach Boston from Middleton. Principal highways serving Middleton are State Routes #114 and #62 and Interstate Route #95. Middleton is not presently served by the MBTA; service is not planned in the next ten years.

In 1970, Middleton, with a population of 4,044, was the eleventh largest municipality in the grouped area. At that time, 0.5% of the town's population was non-white. During the 1973-74 school year, the public school enrollment was 604 pupils, none of whom were non-white or persons of Spanish Surname. The school district is an approving member of the Metropolitan Planning Project and belongs to 1 other voluntary educational collaborative. There were no METCO students enrolled in the Middleton public schools during 1973-74.

According to the 1970 U.S. Census, the annual median family income in Middleton was \$11,307, the proportion of residents 25 years old and over who had completed high school was 53.7%, and the proportion of employed residents working in a professional or non-farm managerial capacity was 25.2%. Middleton's tax base, as measured by an equalized valuation formula, provides \$19,742 per school attending child. The proportion of the 1972 municipal tax dollar that was spent on the public schools was 69%; these funds constituted 56.6% of all public school revenues. Middleton's comprehensive per pupil expenditure for the 1972-73 school year was \$936.

As compared to its 11 neighbors, Middleton has the sixth largest percentage of non-white residents and the eleventh largest public school enrollment. It also has a comparatively low median income, a low percentage of persons 25 years old and over who have completed high school, and a low percentage of employed residents working in a professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, Middleton ranks in the fourth quartile for median family income, the fourth quartile for percentage of persons who have completed high school, and the fourth quartile for percentage of residents employed in a professional or non-farm managerial capacity. Middleton also ranks in the fourth quartile for per pupil expenditure, the first quartile for percentage of municipal tax dollar spent on education, the fourth quartile for percentage of public school funds from local sources, and the fourth quartile for equalized valuation per school attending child.

PEABODY The town of Peabody is bordered by Lynnfield, Middleton, Danvers, Salem, and Lynn. It is approximately 18 miles from downtown Boston. In 1963 it took an automobile, during non-rush hour conditions, an average of 43 minutes to reach Boston from Peabody. Principal highways serving Peabody are U.S. Route #1 and State Route #128. Mass transit from Peabody to Boston is provided by Greyhound Corp., Boston Commuter Lines, Inc., and Michaud Bus Lines, Inc. Peabody is not presently served by the MBTA; service is not planned in the next ten years.

In 1970, Peabody, with a population of 48,080, was the largest municipality in the grouped area. At that time, less than one percent of the town's population was non-white. During the 1973-74 school year, the public school enrollment was 11,272 pupils, of whom 1.6% were non-white, including persons of Spanish Surname. The school district is an applicant member of the Metropolitan Planning Project and belongs to 1 other voluntary educational collaborative. There were no METCO students enrolled in the Peabody public schools during 1973-74.

According to the 1970 U.S. Census, the annual median family income in Peabody was \$11,629, the proportion of residents 25 years old and over who had completed high school was 63.5%, and the proportion of employed residents working in a professional or non-farm managerial capacity was 27.3%. Peabody's tax base, as measured by an equalized valuation formula, provides \$24,428 per school attending child. The proportion of the 1972 municipal tax dollar that was spent on the public schools was 52%; these funds constituted 72.8% of all public school revenues. Peabody's comprehensive per pupil expenditure for the 1972-73 school year was \$1,222.

As compared to its 11 neighbors, Peabody has the third largest percentage of non-white residents and the largest public school enrollment. It also has a comparatively high median income, a high percentage of persons 25 years old and over who have completed high school, and a high percentage of employed residents working in a professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, Peabody ranks in the third quartile for median family income, the fourth quartile for percentage of persons who have completed high school, and the third quartile for percentage of residents employed in a professional or non-farm managerial capacity. Peabody also ranks in the first quartile for per pupil expenditure, the third quartile for percentage of municipal tax dollar spent on education, the third quartile for percentage of public school funds from local sources, and the third quartile for equalized valuation per school attending child.

SALEM The city of Salem is bordered by Swampscott, Lynn, Peabody, Beverly, and Marblehead. It is approximately 16 miles from downtown Boston. In 1963 it took an automobile, during non-rush hour conditions, an average of 46 minutes to reach Boston from Salem. Principal highways serving Salem are State Routes #1A, #107, and #114. Salem is presently served by the MBTA with limited express bus service to Boston; there is a planned extension of the Blue Line within the next ten years.

In 1970, Salem, with a population of 40,556, was the second largest municipality in the grouped area. At that time, 0.9% of the city's population was non-white. During the 1973-74 school year, the public school enrollment was 6,955 pupils, of whom 8.9% were non-white, including persons of Spanish Surname. The school district is an approving member of the Metropolitan Planning Project and belongs to 1 other voluntary educational collaborative. There were no METCO students enrolled in the Salem public schools during 1973-74.

According to the 1970 U.S. Census, the annual median family income in Salem was \$9,861, the proportion of residents 25 years old and over who had completed high school was 50.6%, and the proportion of employed residents working in a professional or non-farm managerial capacity was 20.5%. Salem's tax base, as measured by an equalized valuation formula, provides \$30,733 per school attending child. The proportion of the 1972 municipal tax dollar that was spent on the public schools was 43%; these funds constituted 71.8% of all public school revenues. Salem's comprehensive per pupil expenditure for the 1972-73 school year was \$1,028.

As compared to its 11 neighbors, Salem has the second largest percentage of non-white residents and the third largest public school enrollment. It also has a comparatively low median income, a low percentage of persons 25 years old and over who have completed high school, and a low percentage of employed residents working in a professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, Salem ranks in the fourth quartile for median family income, the fourth quartile for percentage of persons who have completed high school, and the fourth quartile for percentage of residents employed in a professional or non-farm managerial capacity. Salem also ranks in the third quartile for per pupil expenditure, the fourth quartile for percentage of municipal tax dollar spent on education, the third quartile for percentage of public school funds from local sources, and the second quartile for equalized valuation per school attending child.

SWAMPSCOTT The town of Swampscott is bordered by Lynn, Salem, Marblehead, and the Atlantic Ocean. It is approximately 13 miles from downtown Boston. In 1963 it took an automobile, during non-rush hour conditions, an average of 42 minutes to reach Boston from Swampscott. Principal highways serving Swampscott are State Routes #1A and #129. Mass transit from Swampscott to Boston is provided by the Boston & Maine Railroad and MBTA limited express bus service.

In 1970, Swampscott, with a population of 13,578, was the sixth largest municipality in the grouped area. At that time, 0.6% of the town's population was non-white. During the 1973-74 school year, the public school enrollment was 3,201 pupils, of whom 1.4% were non-white, including persons of Spanish Surname. The school district is an approving member of the Metropolitan Planning Project and belongs to 3 other voluntary educational collaboratives. There were 47 METCO students enrolled in the Swampscott public schools during 1973-74.

According to the 1970 U.S. Census, the annual median family income in Swampscott was \$13,642, the proportion of residents 25 years old and over who had completed high school was 77.8%, and the proportion of employed residents working in a professional or non-farm managerial capacity was 40.6%. Swampscott's tax base, as measured by an equalized valuation formula, provides \$38,203 per school attending child. The proportion of the 1972 municipal tax dollar that was spent on the public schools was 51%; these funds constituted 84.6% of all public school revenues. Swampscott's comprehensive per pupil expenditure for the 1972-73 school year was \$1,224.

As compared to its 11 neighbors, Swampscott has the fifth largest percentage of non-white residents and the seventh largest public school enrollment. It also has a comparatively mid-range median income, a mid-range percentage of persons 25 years old and over who have completed high school, and a mid-range percentage of employed residents working in a professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, Swampscott ranks in the second quartile for median family income, the second quartile for percentage of persons who have completed high school, and the second quartile for percentage of residents employed in a professional or non-farm managerial capacity. Swampscott also ranks in the first quartile for per pupil expenditure, the third quartile for percentage of municipal tax dollar spent on education, the first quartile for percentage of public school funds from local sources, and the first quartile for equalized valuation per school attending child.

TOPSFIELD The town of Topsfield is bordered by Ipswich, Hamilton, Wenham, Danvers, Middleton, and Boxford. It is approximately 20 miles from downtown Boston. In 1963 it took an automobile, during non-rush hour conditions, an average of 51 minutes to reach Boston from Topsfield. Principal highways serving Topsfield are U.S. Route #1, Interstate Route #95, and State Route #97. Mass transit from Topsfield to Boston is provided by the Greyhound Corp. and the Boston Commuter Lines, Inc. Topsfield is not presently served by the MBTA; service is not planned in the next ten years.

In 1970, Topsfield, with a population of 5,225, was the ninth largest municipality in the grouped area. At that time, 0.3% of the town's population was non-white. During the 1973-74 school year, the public school enrollment was 871 pupils, of whom 1.0% were non-white, including persons of Spanish Surname. The school district is an approving member of the Metropolitan Planning Project and belongs to 3 other voluntary educational collaboratives. There were no METCO students enrolled in the Topsfield public schools during 1973-74.

According to the 1970 U.S. Census, the annual median family income in Topsfield was \$16,530, the proportion of residents 25 years old and over who had completed high school was 85.8%, and the proportion of employed residents working in a professional or non-farm managerial capacity was 49.7%. Topsfield's tax base, as measured by an equalized valuation formula, provides \$21,505 per school attending child. The proportion of the 1972 municipal tax dollar that was spent on the public schools is not known. It is known that these funds constituted 62.1% of all public school revenues. Topsfield's comprehensive per pupil expenditure for the 1972-73 school year was \$1,003.

As compared to its 11 neighbors, Topsfield has the eighth largest percentage of non-white residents and the tenth largest public school enrollment. It also has a comparatively high median income, a high percentage of persons 25 years old and over who have completed high school, and a high percentage of employed residents working in a professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, Topsfield ranks in the first quartile for median family income, the first quartile for percentage of persons who have completed high school, and the first quartile for percentage of residents employed in a professional or non-farm managerial capacity. Topsfield also ranks in the third quartile for per pupil expenditure, the fourth quartile for percentage of public school funds from local sources, and the fourth quartile for equalized valuation per school attending child.

WENHAM The town of Wenham is bordered by Beverly, Danvers, Topsfield, Hamilton, and Manchester. It is approximately 22 miles from downtown Boston. In 1963 it took an automobile, during non-rush hour conditions, an average of 50 minutes to reach Boston from Wenham. Principal highways serving Wenham are State Routes #97 and #22. Mass transit from Wenham to Boston is provided by the Boston & Maine Railroad. Wenham is not presently served by the MBTA; service is not planned in the next ten years.

In 1970, Wenham, with a population of 3,849, was the smallest municipality in the grouped area. At that time, 1.1% of the town's population was non-white. During the 1973-74 school year, the public school enrollment was 561 pupils, of whom 0.4% were non-white, including persons of Spanish Surname. The school district is an approving member of the Metropolitan Planning Project and belongs to 2 other voluntary educational collaboratives. There were no METCO students enrolled in the Wenham public schools during 1973-74.

According to the 1970 U.S. Census, the annual median family income in Wenham was \$14,216, the proportion of residents 25 years old and over who had completed high school was 82.4%, and the proportion of employed residents working in a professional or non-farm managerial capacity was 45.5%. Wenham's tax base, as measured by an equalized valuation formula, provides \$37,402 per school attending child.

The proportion of the 1972 municipal tax dollar that was spent on the public schools was 62%; these funds constituted 85.4% of all public school revenues. Wenham's comprehensive per pupil expenditure for the 1972-73 school year was \$965.

As compared to its 11 neighbors, Wenham has the largest percentage of non-white residents and the smallest public school enrollment. It also has a comparatively high median income, a mid-range percentage of persons 25 years old and over who have completed high school, and a high percentage of employed residents working in a professional or non-farm managerial capacity.

In comparison to all the cities and towns in the Boston SMSA, Wenham ranks in the second quartile for median family income, the first quartile for percentage of persons who have completed high school, and the first quartile for percentage of residents employed in a professional or non-farm managerial capacity. Wenham also ranks in the fourth quartile for per pupil expenditure, the first quartile for percentage of municipal tax dollar spent on education, the first quartile for percentage of public school funds from local sources, and the first quartile for equalized valuation per school attending child.

COMMUNITY ANALYSIS: GROUP VIII

BOSTON The city of Boston is the largest municipality in the metropolitan area with 641,071 persons as of 1970, making it six times larger than Cambridge, which is the second largest community. Over 18% of Boston's population at that time was non-white. Currently, 41.4% of the public school enrollment of 93,738 pupils is non-white, a figure which includes persons of Spanish Surname. A school district which approved the Metropolitan Planning Project, it was not legally able to be an applicant. It belongs to five voluntary educational collaboratives and serves as home to all METCO students. All rapid transit lines and the Boston & Maine Railroad serve various parts of Boston.

According to the 1970 U.S. Census, Boston's median family income was \$9,133 per year, 53.5% of its residents 25 years old and over had at least completed a high school education, and 22.5% of its employed residents worked in either a professional or non-farm managerial capacity. Boston's tax base, as measured by an equalized valuation formula, provides \$16,581 per school attending child. Approximately 22% of the 1972 municipal tax dollar went for education which sustained 58.1% of a \$1,222 per pupil expenditure effort.

In comparison to the other communities in the SMSA, Boston ranks in the fourth quartile in regard to median family income, percentage of persons 25 years old and over who completed high school, and equalized property valuation per school attending child. It ranks in the fourth quartile in regard to percentage of employed residents who work in either a professional or managerial capacity, percentage of municipal tax dollar spent on education, and percentage of school funds from local sources. It ranks first in regard to total population, total school population, and percentage of non-white school population, as well as ranking in the first quartile for 1972-73 per pupil expenditure.

Boston Redevelopment Authority Planning Districts

HYDE PARK In 1970 the population of the Hyde Park neighborhood was 34,977, 0.7% of whom were non-white and 0.5% of whom were of Spanish language background. The 1970 median family income was \$10,693. Although this figure is above the city median, it is still in the lowest quartile of the ranked SMSA communities. As of 1970, 60.5% of its residents 25 years of age and older had completed high school. This figure, though higher than the corresponding one for the city of Boston as a whole, places the area in the lowest quartile of ranked SMSA municipalities. In 1970, 20.3% of Hyde Park's employed residents were working in either a professional or managerial capacity. This percentage is below the city-wide figure and falls in the lowest quartile defined by the ranked SMSA municipalities.

FENWAY-KENMORE In 1970, 32,965 persons lived in the Fenway-Kenmore neighborhood, 9.1% of whom were non-white and 3.1% of whom were of Spanish language background. The 1970 median family income was \$7,232. This number is lower than the city figure and \$1,500 below the lowest SMSA town median. As of 1970, 67.7% of its residents 25 years of age and older had completed high school. Although this number is above the city average, it ranks in the next to lowest quartile of the SMSA municipalities. In 1970, 31.2% of Fenway-Kenmore's employed residents were working in either a professional or managerial capacity. The percentage is above the city average and ranks in the third quartile compared to the SMSA municipalities.

SOUTH END As of 1970, the neighborhood known as the South End had 22,680 persons, 52.7% of whom were non-white and 7.2% of whom were of Spanish language background. The 1970 median family income was \$6,122 per year, which was the lowest in the city and \$2,800 lower than any SMSA municipality. As of 1970, 41% of its residents 25 years of age and older had completed high school. This percentage is the second lowest in the city and lower than any other SMSA municipality. In 1970, 18.5% of the South End's employed residents were working in either a professional or managerial capacity, a figure which was below the city's total and which would fall into the lowest quartile when compared to the SMSA municipalities.

BACK BAY - BEACON HILL As of 1970, in the neighborhood of Back Bay-Beacon Hill there were 27,538 residents, 3.9% of whom were non-white and 1.1% of whom were persons of Spanish language background. The 1970 median family income was \$14,534 per year, which is the highest figure in Boston and a figure which falls into the first quartile when compared to SMSA municipalities. As of 1970, 84.4% of its residents 25 years of age and older had completed high school. This is the highest figure in the city and ranks in the first quartile when compared to the SMSA municipalities. Of its employed residents, 46.3% were working in either a professional or managerial capacity, making it the highest percentage in the city and in the first SMSA quartile rating.

CENTRAL The neighborhood of Central Boston had, as of 1970, 19,334 persons, 9.1% of whom were non-white and 1.9% of whom were of Spanish language background. Its 1970 median family income of \$8,734 per year is in the mid-range when compared to the rest of Boston and lower than any other municipality in the SMSA. As of 1970, 41.3% of its residents 25 years of age and older had completed high school, a percentage lower than the city's and one which equals the lowest ranked SMSA municipality. In 1970, 24.8% of Central Boston's employed residents were working in either a professional or managerial capacity. This was higher than the city average and falls into the lowest quartile of ranked SMSA cities and towns.

CHARLESTOWN In 1970, 15,353 persons were living in the neighborhood of Charlestown, 1.4% of whom were non-white and 0.3% of whom were of Spanish language background. The 1970 median family income of \$8,827 per year is lower than the city's median and lower than any SMSA municipality. As of 1970, only 45.1% of its residents 25 years of age or older had completed high school, a figure lower than the city average and one which would place it in the lowest quartile of SMSA municipalities. Of Charlestown's employed residents, 12% were working in either a professional or managerial capacity, making it the second lowest ranked neighborhood in the city and lower than any SMSA municipality.

EAST BOSTON In the neighborhood of East Boston there were 38,873 persons as of 1970, 1.2% of whom were non-white and 1.6% of whom were of Spanish language background. The 1970 median family income of \$8,620 per year is low compared to the rest of Boston and lower than any municipality in the SMSA. As of 1970, 35.6% of its residents 25 years of age and older had completed high school. This is the lowest figure among all Boston neighborhoods and is 5% lower than any SMSA municipality. Of its employed residents, 11.5% were working in either a professional or managerial capacity, making it the lowest ranked neighborhood in Boston and lower than any SMSA municipality.

SOUTH BOSTON As of 1970, the neighborhood of South Boston had 38,488 persons, 1.7% of whom were non-white and 0.7% of whom were persons of Spanish language background. The 1970 median family income of \$8,704 per year is lower than the city's median and the median for any SMSA municipality. In 1970, 43.2% of its residents 25 years of age and older had completed high school. This percentage is lower than the city figure and just above the lowest figure for any city or town. South Boston ranks in the lower half of Boston communities, with 12.4% of its employed residents working in either a professional or managerial capacity, a figure which is less than the lowest SMSA municipality.

JAMAICA PLAIN-PARKER HILL The Jamaica Plain-Parker Hill neighborhood had 47,767 persons in 1970, 16.0% of whom were non-white and 6.4% of whom were of Spanish language background. The 1970 median family income was \$8,907 per year, a figure below the city median and just below the lowest municipality figure in the SMSA. In 1970, 52.7% of its residents 25 years of age or older had completed high school. This figure is below the total city figure and places the area in the lowest quartile of the SMSA ranked municipalities. In 1970, 26% of Jamaica Plain-Parker Hill's employed residents were working in either a professional or managerial capacity. The figure is above the Boston percentage and would rank in the lowest quartile of SMSA municipalities.

ALLSTON-BRIGHTON In 1970 there were 63,657 persons living in the Allston-Brighton neighborhood, 4.2% of whom were non-white and 2.9% of whom were of Spanish language background. The 1970 median family income was \$9,626 per year, placing Allston-Brighton above the city median, but in the lowest quartile of SMSA ranked municipalities. In 1970, 63.8% of its residents 25 years of age or older had completed high school a figure above the city average and in the lowest quartile of SMSA ranked municipalities. In 1970, 31.9% of employed Allston-Brighton residents were working in either professional or managerial capacity. The percentage is above the city figure and in the third quartile of SMSA ranked municipalities.

ROSLINDALE In 1970 the Roslindale neighborhood had 39,558 persons, 2.6% of whom were non-white and 0.9% of whom were of Spanish language background. The 1970 median family income was \$10,539 per year, which is above the city-wide figure, but in the lowest quartile of ranked SMSA municipalities. As of 1970, 56.5% of Roslindale residents 25 years of age or older had completed high school, a figure which is slightly higher than the Boston percentage and in the lowest quartile of ranked SMSA municipalities. As of 1970, 19.5% of Roslindale's employed residents were working in either a professional or managerial capacity. This figure is below the city-wide percentage and would rank in the lowest quartile of SMSA municipalities.

WEST ROXBURY In 1970 there were 34,989 persons living in West Roxbury, 0.7% of whom were non-white and 0.2% of whom were of Spanish language background. The 1970 median family income was \$12,285 per year, making it the second highest of Boston neighborhoods and in the third quartile when compared to the SMSA municipalities. As of 1970, 69.9% of its residents 25 years of age or older had completed high school. This is the second highest percentage in the city and falls in the third quartile when compared to the ranked SMSA municipalities. In 1970, 30% of West Roxbury's employed residents were working in either a professional or managerial capacity. Although this is above the city-wide figure, it places the area in the third quartile when compared to the ranked SMSA municipalities.

WASHINGTON PARK-MODEL CITIES In 1970, 71,095 persons lived in the Washington Park-Model Cities neighborhood, 76.1% of whom were non-white and 6.5% of whom were of Spanish language background. The 1970 median family income was \$6,582, making it the second lowest in the city and over \$2,000 lower than the SMSA town with the lowest income. As of 1970, 42.9% of its residents 25 years of age or older had completed high school. This figure is below the city percentage and places the area in the lowest quartile of the SMSA ranked municipalities. In 1970, 13.5% of Washington Park-Model Cities' employed residents were working in either a professional or managerial capacity. This is below the city average and below the lowest ranking SMSA municipality.

DORCHESTER The Dorchester neighborhood had 152,529 persons in 1970, 20.4% of whom were non-white and 2.3% of whom were of Spanish language background. The 1970 median family income was \$9,111, which is nearly equal to the city-wide figure, and which places the area in the last quartile of the SMSA ranked municipalities. As of 1970, 51.3% of its residents 25 years of age and older had completed high school. The figure is just below the city percentage and places the area in the last quartile of the SMSA ranked municipalities. In 1970, 15.9% of Dorchester's employed residents were working in either a professional or managerial capacity. This is somewhat below the city figure and just above the lowest ranking town in the SMSA. Dorchester figures include the areas of North Dorchester, South Dorchester, and Mattapan.



